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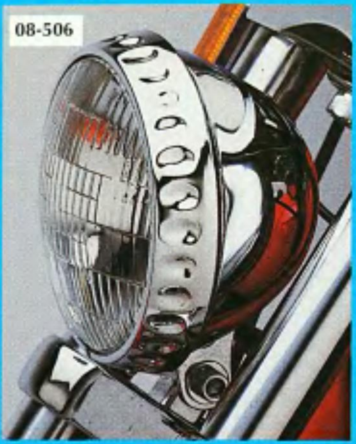

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Easyriders® MAGAZINE

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 239 • MAY 1993

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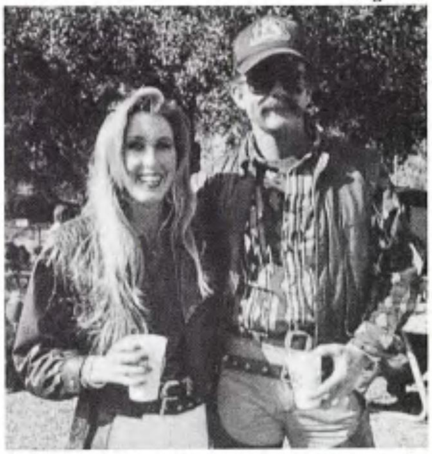

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The next liver-quiverin' issue of this rag goes on sale April 22. Cover photo of Shanna on Ron Craft's Buttera-built '92 Evo by Raiko Hartman.

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What Goes Around Comes Around Dept.: Remember when Tricky Dick Nixon established a national 55-mph speed limit? The states either passed the law or the Feds would hold up their highway funds. The Nixon crew got away with that trick, so they decided to pass a national helmet law. They didn't take a vote. The Feds always know what's best for us so they took away highway funds from any state that didn't pass such a law. We knew what the problem was—it was those ring-ding kids who bought the mags that pushed riceburners and advertised that you can do 160 mph in a quarter of a mile! Meanwhile, the so-called "cafe racers" crashed into the backs of trucks, went around blind corners, and went off the road. And the Harley riders putted along enjoying the smells and the wind in their faces—with their women pressed to their backs—not having to prove their manhood. But the Harley riders were treated like shorts-and-tennis-shoes riceburner types. Well, these do-gooders are now complaining about not having enough body parts or smashed brains to use for replacement parts for transplants, all supposedly due to the helmet law. Seems there aren't enough ring-ding kids leaving their brains splattered all over the highways as they play at being "cafe racers." Shit, what are we gonna do for spare parts? Evel Knievel, where are you now that we need you to inspire kids to do dumb things on their riceburners? We need more body parts.

He got a wee bit loaded at his bachelor party, and on the way home, he went off the road into a lake. But for some reason he couldn't swim, and he was being held down! His problem? Was he so drunk he couldn't swim? Did he forget how to swim? What? Well, he forgot that his friends at the party had attached an authentic ball and chain to his leg. I guess they thought he had to be warned.

His female teacher told him that the article he wrote was very creative. So it was published in his elementary school newspaper. Then all hell broke loose. It seems some libbers didn't like it. The title of the article was "15 Ways To Kill Your Sister" (one way was to "drop her headfirst off the top of a tall building." Hey, it might work—it's worth a try).

You've caught this shit from your ol' lady many times so take heed. This guy decided to scrub the kitchen floor. It took about an hour to finish. Then the back door opened and there stood his brother in boots covered with pigshit. The guy shouted something rank at his brother, and then they both headed for their guns. The mopper won, so they hauled his brother away. If a brother would do that to a brother, your elevator doesn't have to go to the top for you to figure out what your ol' lady might do to you.

Guys will be guys file. It seems this guy was pulled over by the police for drunk driving. So what? Well, he was also arrested for drunk driving while pulling a wagonload of booze behind his mobile lawnmower! For additional kicks he told his dog to sic 'em! It was fun while it lasted, but then he found out that if he was going to dance, he had to pay the fiddler.

A reader just wrote to inform me that he knows where steers' assholes go—along with their eyeballs. He said they went to a famous hamburger fast-food joint. You may remember a few issues back when I reported about a guy who stole a big box of what he thought were frozen steaks, but they turned out to be frozen beef assholes. I wondered at the time who would buy a box of frozen beef assholes. This reader, if he's right, may have discovered something. Ugh! They were used as fillers to make our hamburgers. But why not? Hamburger is ground beef—all of the steer was used. No matter, I still wonder what they do with a steer's crank. Don't tell me the cranks are used in hamburger meat too! I wonder.

Her second ol' man sold her bike—a Harley. So she divorced him. After the divorce she placed a want ad in the newspaper, offering her engagement ring, wedding ring, and her wedding dress for a Harley. "I just want a Harley, no men!" the ad read. It doesn't sound like she's met a real man yet.

The Middle East again. The father shot his son (as is custom) and his girlfriend for living together before getting married. He wasn't prosecuted. Why shoot both of them (which is not the custom)? He said it was to warn others not to have fun and games before marriage.

TAKING IT EASY

By Spider

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Sturgis Info

☐ When is Sturgis Bike Week? I've been told it will be the usual first full week of August. But I've also been told that because of a fair in that area, Sturgis Bike Week has been moved to the second full week of August. Which is it?

No & Jo
Carroll, Iowa

■ It used to be the first full week in August, but that is no longer the case. This year's Sturgis Bike Week is August 9-15 (next year's is August 8-14). But there doesn't seem to be a set rule for the future.

Suspension Systems

☐ Is there anyone out there who knows of any studies or hard facts relating to the suspension systems on the newer Harleys compared to that of a car or truck? I have to prove to an insurance company that riding my scoot is no more harmful than riding in a cage or work truck. I know the ride is much better, but I have to prove it to them.

Mary Hilner
73 Sylvan Rd. No.
Westport, CT 06880

Thanks

☐ Thanks for the excellent tech article in the Feb. '93 issue ("Transmission Rebuild"). You make *Hot Bike* look like an advertisement for parts suppliers. Your article is what service manuals should be like in Utopia.

Skip Raffim
Houston, Texas

Wants the Sound

☐ Could you put in a word to the lucky bros who film the *Easyrider*s videos to include more Harley sound? The music is okay, but the sound from a good running Harley can't be beat. When the weather is bad or you're down for the count, the sound of a Harley on your VCR is the next best thing.

Stingray
Lexington, Ky.

On A Sad Note

☐ My sister Judy DesLauriers was featured in "Flyin' Free" in the Sept. 1992 issue. It is with deep regret and sadness that I inform you that Judy succumbed to her illness on January 19. She was a special lady who'll be missed by her family and friends. I want to thank everyone who wrote to her in her final months. Ever letter was dear to her. She was very proud to have been featured in your magazine.

Joe Roth
Inverness, Fla.

From A Shorty

☐ Being a short fucker, even my '84 Softail keeps me on my toes. I don't like the accepted method of lowering the bike and was wondering if any bros out there could give me some ideas so I can get my feet back on the ground again? I've had the seat cut down.

Wee Ronnie
1316 Hancock Ave.
San Mateo, CA 94403

Loves The Women

☐ Where have you guys been coming up with these women lately? Good Lord, they can leave what little clothes they have on 'cause I'd love to chew them (the clothes) off. The cover and feature girl ("Dead Trees") in the Sept. '92 issue and the cover girl with James Caan's bike in the Feb. '93 issue make my back wheel burn right after the clutch grabs hold. Where do these women come from? How do we get in touch with them? I'm in love. I'm even thinking about marriage!

Bopalots
Middletown, N.Y.

An Irish Bro

☐ I'm a 30-year-old Irish biker who will be out of work and returning to college by the end of the year to get myself an education. I'm planning a trip to the USA in the summer of 1994 to work for a few months. My dream is to buy a very cheap Harley-Davidson and travel coast-to-coast before returning to school.

I need help from you or your readers on insurance information, getting a bike, etc., etc. I have a full license and was a bike mechanic a few years back. I'm also a member of the Irish Bikers Action Group.

Declar Kettle
7 Navan Road
Castleknock
Dublin 15
Ireland

He's Going Crazy

☐ I just got through casting my votes for your Fifth Annual Bike Show. For the last two days you people have succeeded in effectively driving me out of my fucking head. Next time why don't you just put me in a room full of hardbellies and tell me I can only have one. Your rag is the greatest collection of the things that make life worth living.

Troll
New Bedford, Mass.

A Goof?

☐ Focus your attention and beady eyes on the January '93 article entitled "So You Want To Be a Wrench?" beginning on page 11.

Silent states "Well, sorry to disappoint you, but—at least this time, anyway—we didn't fuck up." Then turn to page 12. Whatdafuck is fucking wrong with that fucking picture?

I think you fucked up. So who cares what I "think"? Some poor bozo is gonna look at that pic in his twisted corn-harvesting mind and think that maybe H-D has always had the primary on the right.

Maybe *I* fucked up. Maybe the sonuvabitch has two primaries and two chain drives and two of every other fucking thing you can plaster on a Paughco! I ought to send you a grenade with a lever on each side and two pins. Whatdafuck— pull this pin for long flights, this one for stunts.

Sure made it easy to identify a few items—or was it just part of the test? Do I win? Didn't think so. Lights on in your heads, folks. Better lay off the Drano. Stick to Liquid Plummer. Or model cement. By the way, do you have any Grey Poupon? I'm going out for a double cheeseburger. We're double dating. Twins, but one has her pussy on the wrong side. And tits on her back.

Bill "Wildman" Cross
Eugene, Ore.

More Raisin Pie

☐ Everyone on the staff deserves an extra slice of raisin pie for the effort that went into the Dec. '92 issue. All of you assholes must have searched the world over to find not one but two bike builders who have the unique talent required to build scooters uglier than Arlen Ness' abortions.

Keep up the great work and congratulations to Bob Dron and D.W. Christensen.

Jett
Godforsaken, Korea

Words of Appreciation

☐ Thank you for the good article in your December issue explaining the need to help victims of Hurricane Andrew and alerting readers about where to send donations.

We deeply appreciate all efforts from those who contributed and all who continue to give needed help during this crisis.

James Osborne
The Salvation Army
Alexandria, Va.

Insurance Gripe

☐ Just a short note to further inform riders that insurance companies "always" have the last word. After completing an annual questionnaire honestly, my carrier cancelled my coverage. I've had no accidents, no violations, no claims. Non-use of helmet was the stated cause of cancellation. I reviewed all policy brochures they sent me and there were no statements regarding helmet use when they accepted my insurance.

Slowly the noose tightens. Perhaps what is needed is a group of biker insurance executives to start a company solely run and supported by all motorcycle riders.

Jeff Nusbaum
Sioux Falls, S.D.

F.I.G.H.T.

☐ Why don't you put an extra box on the F.I.G.H.T. form for those who feel inclined to fork over a little extra to go exclusively for the F.I.G.H.T. cause? Knowing my money was going to a top-notch lawyer hired to fight these insidious laws instead of decal printing fees would make me feel a whole lot better as I'm sure it would for others too.

Marlene Carter
Hong Kong

Maggot Food

☐ In response to "The Constant Battle" in the December issue, this is to Phillip of Waterbury, Connecticut: Any so-called superhumanly strong friend who smashes my '72 XLCH will not only be wearing his pussy ass for a hat, he will also be taking a dirt nap till the end of time. I don't give a fuck how superhumanly strong any muthafucker is. If he fucks with my scoot, he's maggot food.

By the way, Phillip, as far as big bikes being better than Sportsters—a Harley is a Harley. So why don't you buy a big riceburner to cart your big, strong boyfriend around town on? Pussy fucks like you don't deserve to ride American iron.

Joe Tartaglia
Lake Charles, La.

What's It Worth?

☐ Does anyone know what a restored '37 Indian is worth? It's in mint condition. A bro needed bread so I loaned him five big ones. He handed me a signed title for the bike. Two months later he died in an accident, so I got the bike. I know nothing about it other than it runs like new and is in real good condition.

Yerigo Diamantopoulos #35084
Lincoln Correctional Center
P.O. Box 22800
Lincoln, NE 68542

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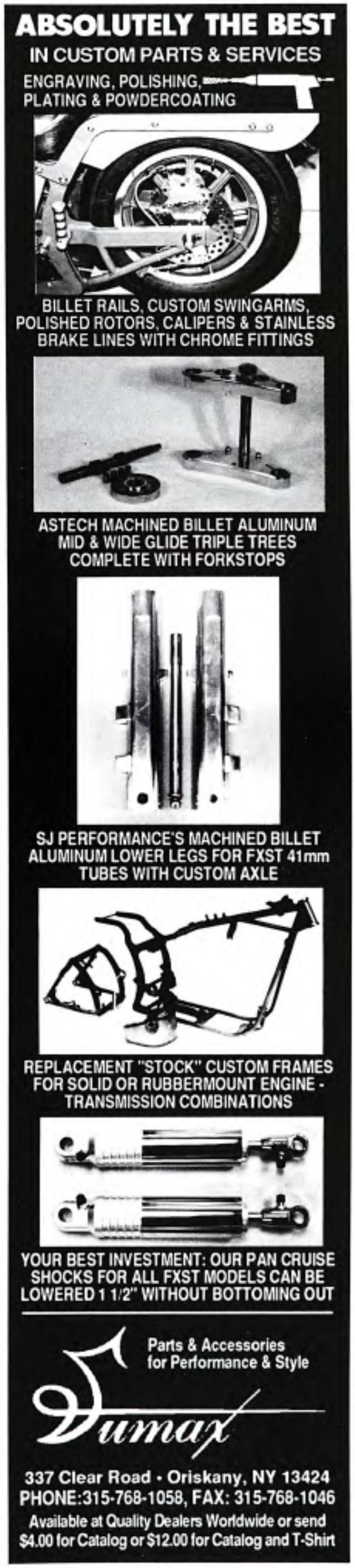

IT TENDS

What's the big hurry? Seems like everywhere you look, people are rushing around trying to get somewhere. W think people ought to spend more time going nowhere in particular. Making time for a little fun. Like the fun w had in designing the Heritage Softail® Nostalgia™. This is what happens when you grow up in America's Dairylan The two-tone black-and-white paint scheme plays off the wide whitewall tires and the natural cowhide inser

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PAUGHCO'S NEW OLDIES

Ron wants his "obsolete" parts to match the originals precisely

Everybody knows about Paughco, Inc., the custom parts people in Carson City, Nevada. Ron Paugh (pronounced *paw*) set up the place about a dozen years ago to supply frames, forks, and just about anything else a biker might want to customize his ride.

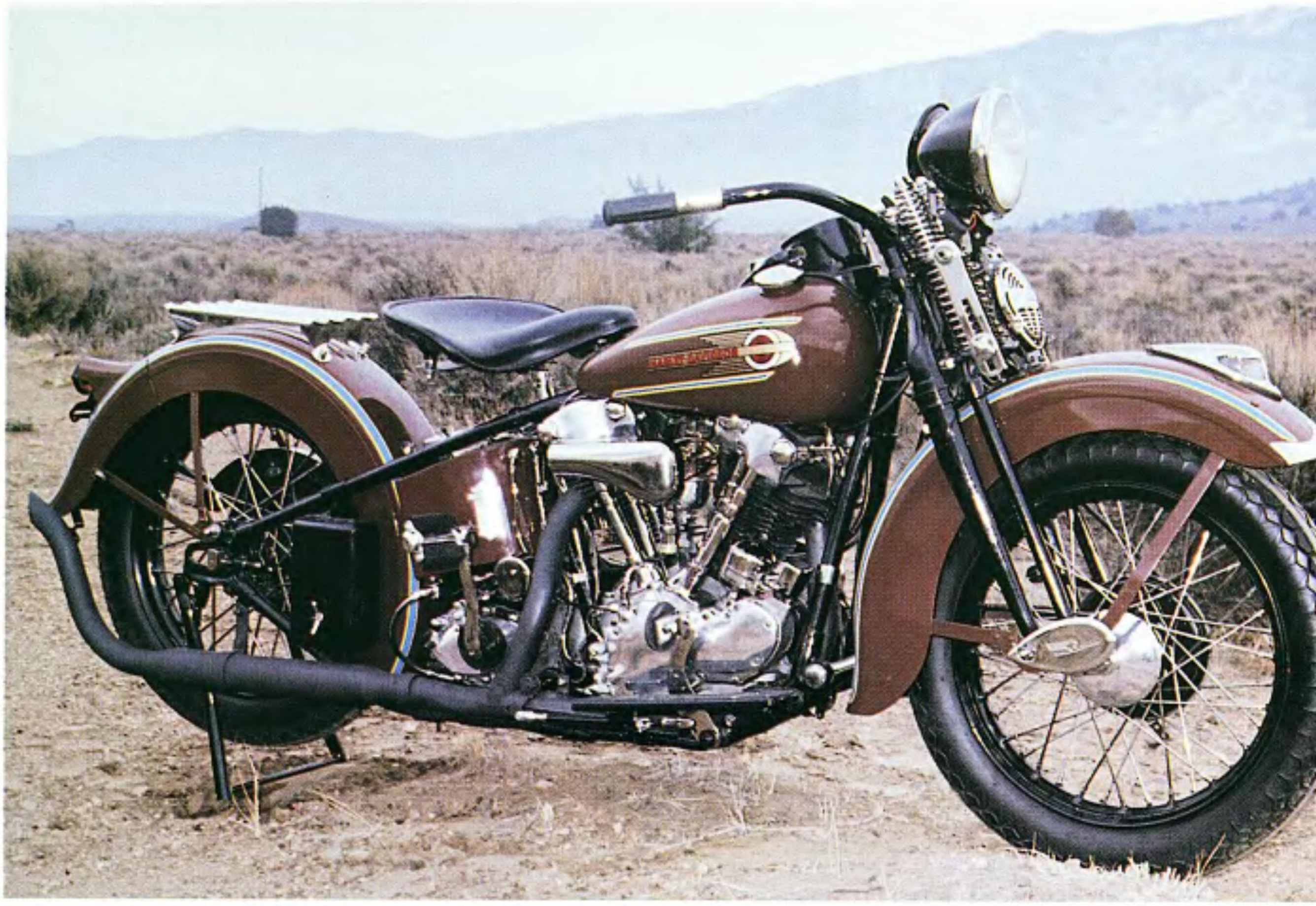
Of course, some guys just *have* to be different: Instead of building a highly personalized custom, they want to put their bike back the way it came out the factory door. A number of these bros followed the swap meet circuit without finding what they needed at a price they could afford, so they asked if Paughco could help. After a few years of similar calls, Paughco decided to add a line of what they call "obsolete" parts. That is, they aren't claiming the parts are original—only that they will replace the original and, in most instances, be indistinguishable.

Many people sell newly manufactured "obsolete" parts, but as many a frustrated restorer has discovered, a lot of the restoration parts out there don't fit. Flanges don't match, bolt holes don't line up, etc. Paughco wanted their parts to fit exactly. The only way to make sure of that was to try them out on a bike, and the only way to do that was to have one of every model of old H-D available to check a part against. So, Ron began collecting and restoring old bikes.

Obviously, he had to draw a line somewhere, and he drew it at the 1936 EL, the first knuckle. That is, Paughco can supply just about any part from 1936 on, and they can guarantee the part will fit because they've checked it against a fully restored bike. A large range of parts, though, requires a large collection of old bikes, so Ron hired two good men to do nothing but restorations. In the last six years they've built up the collection to over 100 bikes.

To get them under one roof, Ron bought a building and expects to have it open to the public as the Paughco Motorcycle Museum in another year.

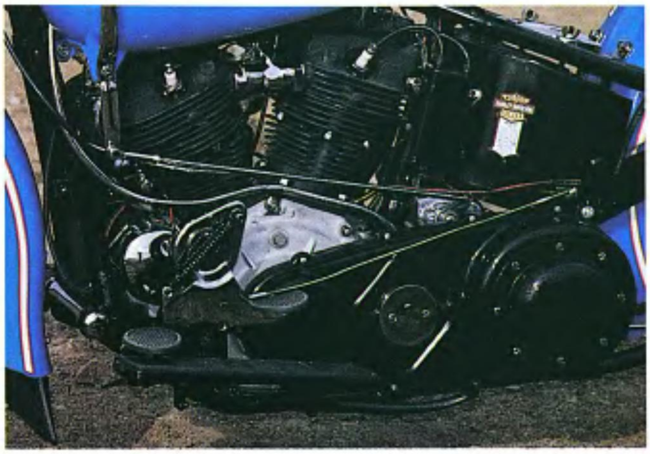
Ron wants his "obsolete" parts to match the originals precisely, so he used original parts on the bikes in the Paughco collection. In chasing down original parts, he met a lot of →

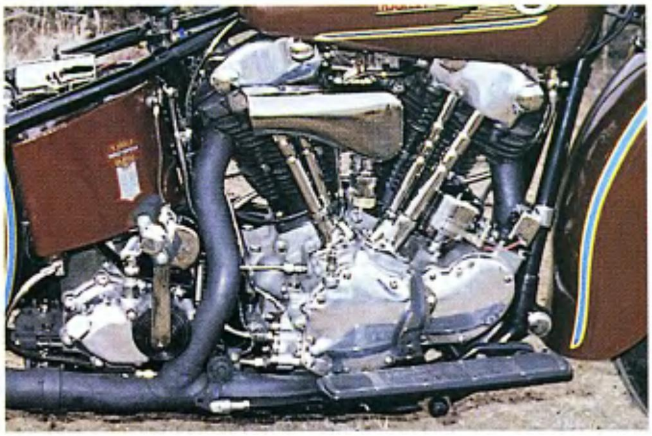


serious restoration freaks, and some of them think he's violating the Harley religion by making aftermarket parts for restorations. The devoted restorer prefers to spend several years hunting for an original equipment speedo. Once he finds one, the colors on the face may be faded, and it may cost him several hundred dollars, but he'll call it virtuous because it's original and he wouldn't have anything else. In the meantime, of course, his bike sits in the garage—waiting.

Ron respects the religion of these true believers, but he thinks bikes are for riding, and for the bro who'd rather ride than wait, Paughco can supply a speedo—or about anything else—that costs a fraction of what it would in the antique trade. The stuff looks good, too, because it's been put next to an original in his collection.

Ron says not to be afraid of a restoration project. Parts are available, and if you drop the bike and bend something—well, parts are still available. He says the '36 EL is a choice bike to restore, since it was the first overhead; the '57 FL because it was the last rigid frame; and the '64 FL →





Photos: Billy Tinney

because it was the last kickstart panhead. He offers one bit of advice: The hardest part of a true restoration is getting the color of the paint right—but Paughco can help with that, too.

You want to customize? Well, that's Paughco's main stock in trade, but you guys who want to ride oldies can get a lot of help there, too. In the meantime, keep an ear out for the announcement of the opening of the museum. Over 100 Harleys in one place will be worth a long ride.

—Noose

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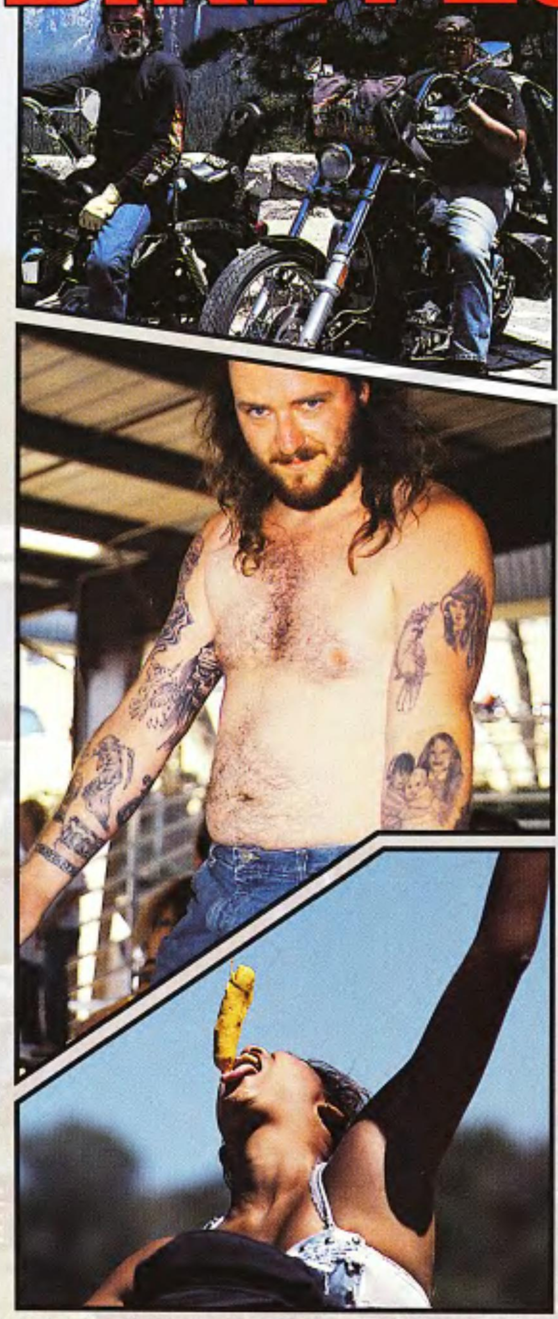

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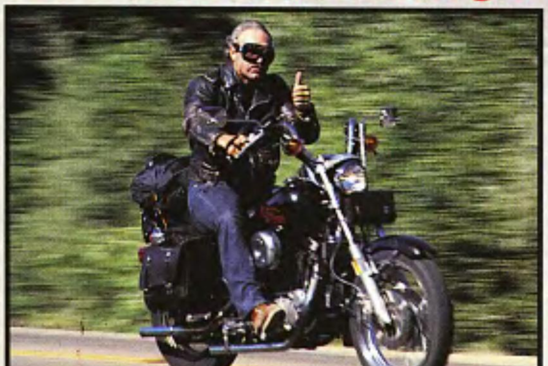

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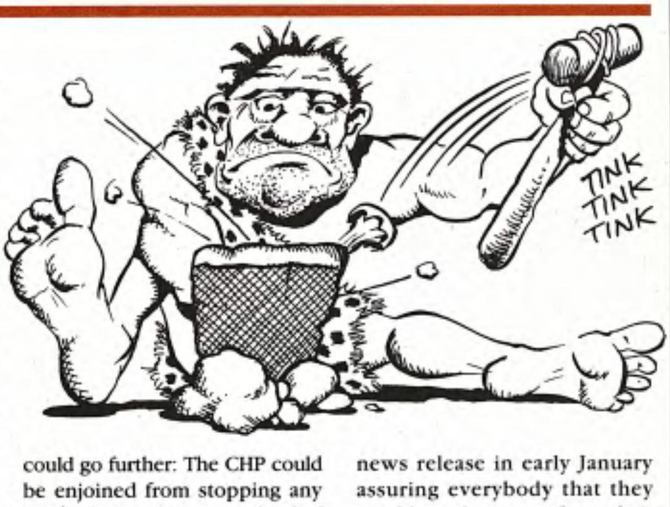
"PROVE YOUR HELMET CASE"

Superior Court Tells California Highway Patrol



Responding to arguments presented by ABATE member Steve Bianco, the Superior Court of California ordered the California Highway Patrol (CHP) to produce documents that prove its case against helmets the CHP doesn't like.

Specifically, the Court told the CHP to produce the documents from the National Highway Traffic Safety Administration (NHTSA) that prove that helmets manufactured by E&R Fiberglass, of Tacoma, Washington, are not DOT-approved.

If the CHP can't produce those documents, then the Court said it wanted to see the documents that show how the CHP otherwise came to find that E&R helmets are not in compliance with Federal Motor Vehicle Safety Standard 218 (FMVSS 218). In addition, the Court told the CHP to produce the documents that support the infamous CHP Bulletin No. 34, which has pictures of "approved" and "non-approved" helmets and specifically notes E&R helmets as "non approved."

So far, the lab that tested E&R helmets has not released its test results to E&R. They just reported that E&R helmets failed, and NHTSA spread that word.

The CHP will have to provide its own proof that the helmets shown in Bulletin No. 34 do, or do not, meet FMVSS 218. Since the CHP performed no tests, they have no proof, and that means their vendetta against E&R helmets will have to stop.

The legal point here is that the CHP is exercising an authority that the federal government itself does not have. The federal Department of Transportation (DOT) itself does not "approve" or "not approve" helmets. DOT simply establishes FMVSS 218 and allows manufacturers to affix DOT stickers to their helmets that, presumably, meet the standard. DOT can't establish a list of approved helmets and the CHP, by federal law, can't either.

The CHP doesn't test helmets for the same reason that DOT doesn't: because they'd become liable for the performance of a helmet as a "safety appliance." The CHP knows that helmets do nothing to save lives, and they don't want the lawsuits that will follow when an "approved" helmet kills someone—although they may have inadvertently assumed such a liability simply by issuing Bulletin No. 34. Ask a lawyer. Makes us wonder if the CHP could be held liable if someone in another state relied on Bulletin No. 34 in choosing a helmet—and died as a result.

At the very least, if the CHP fails to comply with the order of the Court, the Court could enjoin the CHP from enforcing Bulletin No. 34. The decision could go further: The CHP could be enjoined from stopping any rider who is wearing any kind of helmet. In the longer run, the Court could nullify the helmet law on the grounds that a motorcyclist has no way of knowing whether he is in compliance, and neither does a CHP officer.

Generally, if a person acting in good faith can't comply with a certain law, the law will be found invalid on constitutional grounds. In municipal courts, ABATE member and lawyer Skip Raring has won 61 out of 62 helmet cases on this argument, and municipal courts all over California have taken the same position: "If the helmet you bought has a DOT sticker, the CHP has to respect that sticker. If not, the law is unconstitutional."

How has the CHP responded to all this? It hasn't bothered them a bit—yet. They issued a news release in early January assuring everybody that they would continue to enforce their "ban" on E&R helmets. Within a few weeks after our press time, though, the Superior Court will have offered its opinion, and that may bring the maddened CHP to heel. If not, the lawsuits for violation of civil rights can get underway—along with those holding the CHP liable when someone pulls a crushed head out of a helmet shown as "approved" in Bulletin No. 34.

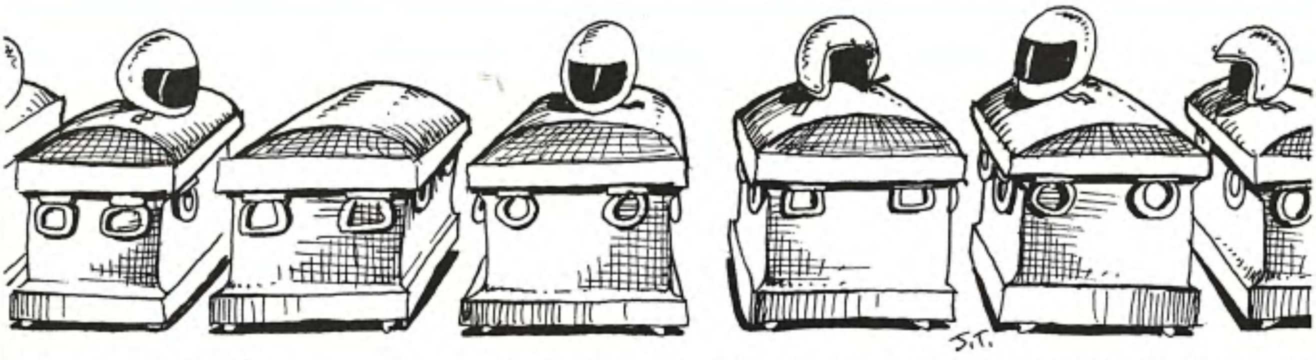
For you guys in other states: A year ago, pro-helmet legislators were saying, "California finally got a helmet law, so we ought to have one, too."

This year, you may be able to reply, "The California law went down for constitutional defects. Let's not go through the same charade."

—Maestro

WEAR A HELMET . . .

And Die



Dale Anderson runs his "militaria" business from a summer address in Gettysburg, Pennsylvania (and a winter address in Scottsdale, Arizona), so he asked Pennsylvania Senator Bill Goodling to clarify his position on helmet laws.

Goodling wrote: *In 1990, there were 109 motorcycle fatalities in the state of Pennsylvania alone. Of that number, approximately 21% of these individuals were not wearing helmets.*

Hoo, boy, get that: Senator Goodling admits right up front that 79% of the 1990 Pennsylvania motorcycle accident fatalities were wearing helmets. Now, how can that be, if helmets truly "save lives"?

How come those 79% aren't still walking and riding around to offer testimony to the effectiveness of helmets? How many riders escaped membership in that 79% because they were not wearing helmets? You bikers' rights brothers and sisters in the Keystone State write Senator Goodling and demand that he answer these questions. Let us know what he says.

While on the subject, a word about Anderson: He sells real, honest-to-goodness Revolutionary War muskets, Civil War uniforms, Spanish War sabers, Nazi helmets, and stuff like that. Want a piece of decoration for yourself or your hawg? Send $2 for the catalog to Dale C. Anderson Co., 4 West Confederate Ave., Gettysburg, PA 17325.

CALIFORNIA'S HELMET LAW

A Major "Public Burden"

After a year with a helmet law, California can take stock of what they got for it. Try these numbers, those for 1992 being preliminary.

First off, motorcycle registrations increased from 1990 to 1991. New registrations, meaning sales, dropped about 10 percent from 1990 to 1991, but a lot of things, such as the recession, could account for that, so it's no big deal.

Then—BANG! Here comes the helmet law and total 1992 registrations drop by an amount equal to new registrations in 1991, and new registrations for 1992 drop to about one-half of what would be normally expected.

The drop in new sales cost the state around $10 million in sales taxes. Add to that another $40 million in lost sales taxes on used bikes and accessories, and another $6.4 million for lost registration fees, and the final bill for the first year comes to $56.4 million—well over 20 times the highest amount that injured bikers without insurance might have cost the state even under the broadest assumptions.

"But we saved lives," the helmet lobby will whimper. Oh, yeah? Of 100 riders at the big Sacramento toy run last December, 98 said they were riding less, and half of those said as much as 50% less. So, with fewer bikes on the road at all, and with those bikes on the road half as much, the 1992 mid-year death rate did drop a little—one death out of every 36 accidents in 1991 to one out of every 39 accidents in 1992. However, if helmets really saved lives, the reduction should be drastic and visible, especially with fewer bikes and riders out there.

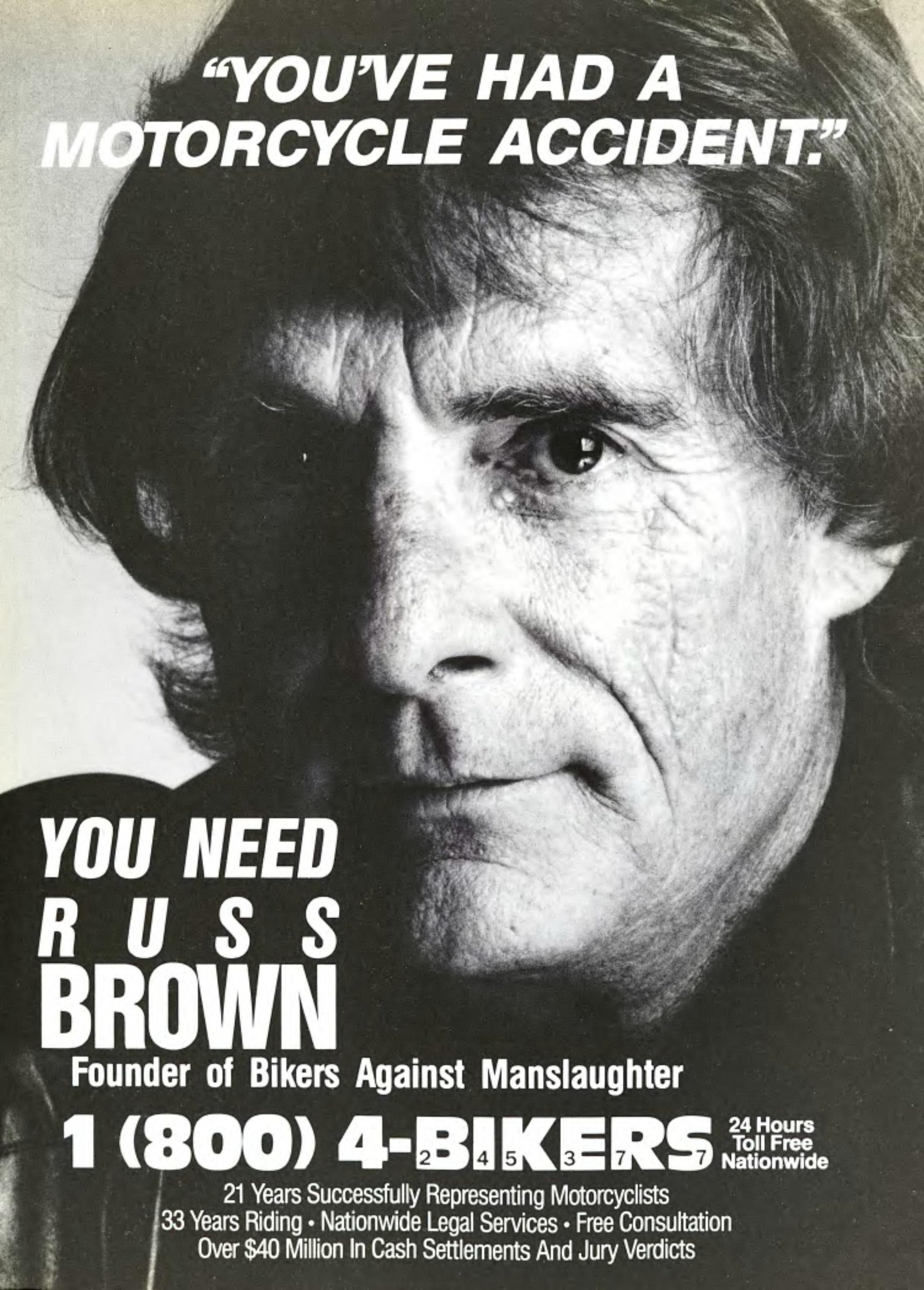
The bottom line: California's helmet law cost the state a lot of money and cost some riders their lives—and, cost ex-assemblman Dick Floyd his job, too. That's the one bright spot in the bad news: of those 100 riders surveyed, 91 voted in the November elections.

Pro-helmet legislators in other states keep saying, "California finally got a helmet law, so we ought to have one in our state, too." Show 'em the numbers and tell them to remember Dick Floyd.

—"J.T." Taylor

CALIFORNIA MOTORCYCLE REGISTRATIONS, ACCIDENTS, AND FATALITIES 1990-1992:

	1990	1991	1992
Total motorcycle registrations	607,332	617,392	568,914
New registrations	49,947	45,068	12,514 (to mid-year)
Accidents, full year	20,386	18,402	NA
Accidents, mid-year	NA	10,304	7,780
Deaths, full year	569	512	NA
Deaths, mid-year	NA	288	199
Ratio, accidents to deaths	35.8	35.9	39 (to mid-year)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NORTH DAKOTA

Free For A Deuce

Latest word from ABATE of North Dakota: The state Senate rejected an "over 18" helmet law by a vote of 35-14. Since the state legislature only meets every two years, North Dakota bros ride free again.

John "Butch" Olson, the ABATE bro who ran for State Representative last fall, tells us the pro-helmet lobby brought their standard ammunition: federal highway money and "public burden." ABATE fired back with the facts and took the field.

"ABATE had already made a point of informing the legislators that the state wouldn't lose federal highway money because the money would just be transferred to another fund," says Butch. "Then, we showed them that motorcycle fatalities have fallen in proportion as our rider education has grown. They saw the helmet issue our way."

Way to go, ABATE of N.D.!

—Noose

J.J. SOLARI

On British Politics

Is there a bigger jerk than Prince Charles? No. The measure of a jerk is how much damage he can do in reverse proportion to the amount of energy spent doing the damage. In other words, if you can do a great deal of damage with absolutely no effort, you are a major league jerk. And not only is Prince Charles a major league jerk, he is clearly the commissioner of the sport.

How? I'll explain how: Just by not saying "I love you" once a month, or so, to the only good-looking woman in England, he has not only lost his chance to become the most powerful man in the world, he is likely going to wind up in a public dump with a bottle of →

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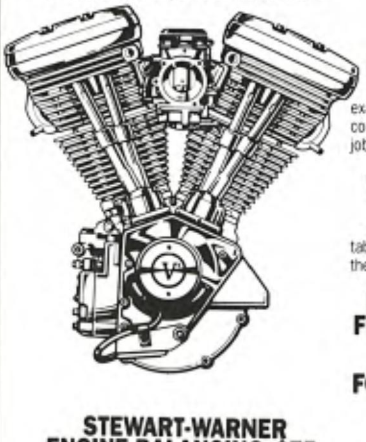

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beer in his hand while his son and his wife conquer again for England, the Western World, and the Eastern Territories.

If—instead of being a fuck-head, having a tin ear, and a fondness for ugly women older than he is—he had sent Diana into the palaces of foreign monarchs and done some old-fashioned statesmanship and diplomacy, he probably could have annexed half the world to Britain in exchange for one of his wife's blushing smiles to some fat farting potentate who would've probably gotten his first heterosexual boner in years.

But no. He has to pout. He's got to whine. He's has to go off and brood because he's depressed that his wife has a personality. He's got to console himself by getting blowjobs from some horse-faced hag. And he's probably going to lose the throne. All he had to do was tell a few lies about how big Diana's tits are, and he could have become the most powerful king since Constantine. He could have seized power in England personally, dissolved Parliament forever, made friends with fuckin' everybody, and ruled the fucking world.

But no. He would rather be a shithead. But at least it's easy for him, and he does seem to enjoy it, so he does have the luxury of personal happiness. So by the standards of excellence of the insanely stupid, I guess you could say he's a success: Instead of having the world and an agreeable wife, he's got blowjobs from a skag and an argument.

I blame his mother. She raised the royal dumbass.

—J.J. Solari

SHORT STROKES

The Mad Month Of May

This rag will smack the streets of the world about a week before March closes out. But as I sit in front of a dusty keyboard to hammer this out, it's January, and we just got our first reprieve from three weeks and almost 10 inches of rain. Now I know how living in a rain forest feels. Okay, let's get down to business....**I know you've read all the bullshit about helmet laws** and legislation recently. But don't burn out now. Our F.I.G.H.T. program is about to hit the court system. Several brothers in California are already exercising the legal stranglehold on us on a smaller level, and our brothers in Washington are right—even if you don't go to one damn meeting, join your local rights group. This year will be a major turning point....**Now for a dose from the lighter side.** In a recent story about the fear of heights, a psychotherapist who heads the Anxiety Disorders Association reported that one of his patients could cross the 200-foot-high Chesapeake Bay Bridge in Maryland only if his wife drove the car and he was locked in the trunk....**Mike Powers wrote to point out that "America's Funniest People"** ran a segment on a horned rabbit that was being attacked by bikers. If you saw it and were offended, here's the man to write: Ed Clinton, Manager, Capital Cities/ABC, Inc., 77 West 66th St., New York, NY 10023-6298....A dude who's serving time in jail for killing his daughter just received $290,000 in a lawsuit against his former psychologist. Seems that when he lost it, his shrink wasn't available for a consultation, so he killed his kid....**And in Davenport, Iowa, a cop sued the Donut Time shop** because he slipped on its icy floor. He was taking a break before going back on duty....**Dale Walksler of Dale's H-D** in Mt. Vernon, Illinois, has opened a personal museum which will include vintage art, cars, bikes, and bike memorabilia from the turn of the century to the present. And it's free....**I want to thank the Montana ABATE members and Jill Z. McGuire** for their heated enthusiasm during an icy shoot for our *Easyriders* video. They make a "mandatory" 20-mile run in the snow every New Year's—not a pretty picture, but one helluva video segment. You'll see it in our next winter video, which we'll be wrapping up right in the middle of the smoldering summer....An Australian doctor told the public that they should steer clear of flatulence-producing Christmas fare such as turkey and plum pudding to help save the ozone layer. What about beer farts at Sturgis?...**A sign of the times: An organization of gay and lesbian judges** was recently kicked off in New York. There are 18 members in the NYC area. Soon we'll need an association of biker judges and politicians to keep us free....**In fact, a bike riding prison official from Alaska** has been demoted because his photo was in *Easyriders.* His wife may even lose her job because of it. We've put Tex on the story. It'll be in an upcoming issue...."**Dear Abby" has never been a friend to bikers.** A lady rider in Dallas, Texas, wrote to her about kids who crawl all over her dresser when it's in front of a restaurant. Abby, in her wise and thoughtful way, asked Barbara if she was carrying enough insurance to cover a kid who might get hurt while on her bike....**And a final note about the streets**: Watch out—especially in the Golden State. East Palo Alto, California, was tagged the murder capital of America. The population rounds out at 24,000, yet they had 42 murders last year. That's close to one a week. The ratio is 175 killings per 100,000, which smashes Washington, D.C.'s 75 per 100,000 and leaves Detroit's 63 per 100,000 in the dirt. My next vacation might be to the Motor City. I need a place to relax. Ride safe.

—Bandit

BIKERS' RIGHTS ORGANIZATIONS

In The U.S. And Canada

The following groups and individuals are bustin' ass to keep our faces in the wind, and they need your support to keep the legislative wolves at bay. Write the organization in your state and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to: Bikers' Rights, P.O. Box 3000, Agoura Hills, CA 91476-3000. Unfortunately, because space is at a premium, we are unable to list every chap-

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American Motorcyclist Association (AMA)
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Westerville, OH 43081-6114
(614) 891-2425

Bikers Against Manslaughter (BAM)
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Los Angeles, CA 90036
(800) 424-5377

Motorcycle Riders Foundation (MRF)
P.O. Box 1808
Washington, DC 20013-1808
(202) 546-0983

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Kapaa, Kauai, HI 96746

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Idaho Coalition For Motorcycle Safety
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Boise 83701

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Ponca City, OK 74601

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Portland, OR 97208

Assn. for Motorcyclists of Oregon
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Albany, OR 97312

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Salem, OR 97304
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Leather & Lace Shenandoah Chapter
c/o Julie Chism
412 East Oak Lane
Front Royal, VA 32630

WASHINGTON

Motorcycle Safety Association Of Washington
P.O Box 622
Omak, WA 98841
(509)826-5068

BIKE PAC Of Washington
12209 21st Ave. S.
Seattle, WA 98168

ABATE of Washington Skagitt Valley Chapter
P.O. Box 2101
Mt. Vernon, WA 98257

WEST VIRGINIA

Concerned Bikers Of West Virginia
Rt. 7, Box 245
Morgantown, WV 26505

ABATE Of West Virginia State Office
P.O. Box 5266
Princeton, WV 24740
(304) 425-0769

ABATE of West Virginia Mountain State Chapter
269 Berkley Station Rd.
Martinsburg, WV 25401

WISCONSIN

ABATE Of Wisconsin
P.O. Box 25369
Milwaukee, WI 53225
(414)367-1188

ABATE of Wisconsin
P.O. Box 466
Hartland, WI 53029
(414)367-1188

WYOMING

ABATE of Central Wyoming
P.O. Box 475
Mills, WY 82644

ABATE of Wyoming
4011E.13th St.
Cheyenne, WY 82001
(307)577-5638

CANADA

British Columbia Coalition of Motorcyclists
#202, 14888 104th Ave.
Surrey, B.C.
V3R 1M1
(604) 582-0165

Bikers' Rights Organization of Nova Scotia
18 Russell St.
Dartmouth, Nova Scotia
(902) 897-9968

ABATE of Ontario
P.O. Box 63, Station "D"
Scarborough, Ontario
M1R 4Y7

Bikers' Rights Organization
P.O. Box 426
Lachine, Quebec
H8S 4C2
(514) 634-075623

BROS CLUB CELEBRATES ITS FIRST

What A Long Strange Trip It's Been . . .

When *Easyriders* started the Bros Club in January of 1992, many thought it was just a knee-jerk response to other marquee clubs that have formed in the past few years. Little did they know that the idea for an *Easyriders*-sponsored club began way back in 1970 when the magazine was founded.

In fact, among the original goals of the *Easyriders* founders were the creation of a magazine for real bikers (there weren't any offered then) and the establishment of a club for those who embrace the biker lifestyle.

A few years later, *Easyriders* started an organization called ABATE (A Brotherhood Against Totalitarian Enactments) to fight Big Brother's attempts to ban modified motorcycles and make us all wear plastic hats.

After getting ABATE off the ground in several states, *Easyriders* turned the whole operation over to the bikers of America and the idea of an *Easyriders* club was put on hold . . . until last year.

We've come a long way, but the Bros Club is still about bikers. It's run by bros who know the value of a worry-free ride and the need for a good place to party after a long day in the saddle. All Bros Club membership benefits are geared toward that concept, and serve to reinforce the camaraderie and the sheer thrill that comes from riding across this great country.

That's why we used the clout of the world's largest circulation motorcycle magazine to negotiate a contract with the best emergency road service company in the country to provide our members with that extra feeling of confidence that comes from knowing that if something goes wrong on the road, an expert will come to help. You'll never ride alone with the Bros Club.

Likewise, we found an insurance company that specializes in motorcycle insurance and will insure your bike for its real value. They'll even insure your riding gear.

The Bros Club also offers you plenty of places to go and party with your puttin' friends. *Ridin' With Rip* is the Bros Club guide to biker-friendly bars, restaurants, and other places of interest across America. It lists all the Bros Club dealers, so you'll know where to visit for parts, service, souvenirs, and recommendations on what's happening in the area. And be sure to look for the Bros Club decal when shopping for parts, services and riding apparel. Participating dealers will knock off up to 10 percent on the cost of your purchase.

As The Bros Club enters its second year, an emphasis will be placed on building friendships by inviting all Bros to attend the *Easyriders* bike and tattoo shows and rodeos as VIPs and enjoy the feeling of being treated like royalty. Reserved parking, special camping areas, backstage passes and all the best viewing spots await Bros Club members at this year's *Easyriders* events.

So, watch for your VIP invitation in the mail next time *Easyriders* comes to town.

Bros Club is now a year young, and we've got a lot of growing ahead of us. And things really do get better with age.

Oh, yeah, I almost forgot . . . "Happy birthday!"

—Bill Bish

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

Crowbar picks up a foxy number at the local watering hole, takes her for a ride on his scoot, then hauls her back to his pad. In short order he has her clothes off, and they hit the sheets together for some fun and games.

After he gets his nut off, Crowbar rolls over, fires up a smoke, and smugly asks the chick, "Well, baby, how was it?"

"Well, to be a hundred percent honest," she says, "you've gotta be the worst lay I ever had in my life."

Crowbar snaps back, "Oh, yeah? How the fuck can ya tell in just two minutes?"

—Mr. Chaos
Metroplex

What was the real First Commandment?

"Adam, eat my pussy!"

—Robert Ruiz
Locked Down

How did the Sony Walkman get its name?

It started out as the first Japanese motorcycle.

—Snyder
The Farm

Remember all the broccoli that was sent to George Bush after he admitted he hated it?

Last week, Dan Quayle announced he hated money.

—Harry Wagner
The Colony

"Man, this sure shoots the shit outta happy hour!"

A good indication that yer ol' lady's not bein' faithful to ya while yer at work: the neighborhood kids set up a lemonade stand outside yer bedroom window.

—Terry Peavy
Gatesville, Texas

Why is Congress so tough on criminals?

Because when it comes to stealing, they don't like competition.

—Wagonmaster
The Alamo

"Hey, bro, why the big smile?" Mongo asked Bear when he strolled into the clubhouse.

"Last night my ol' lady ran off with my best friend," explained Bear with a grin.

"No shit? Do I know the guy?"

"Naw, man," said Bear, "and neither do I."

—Shields
Crescent City, Calif.

The young rugrat walked into the garage and asked, "Say, Pop, what does 'wife-swapping' mean?"

Setting his wrenches aside for a moment and rubbing his jaw, his dad replied, "Go next door, son, and ask your mother."

—Dave Chance
Makin' Odds

Dressed all in black, Darlene stood by the coffin of her recently deceased ol' man as the mourners gathered to pay their last respects. A neighbor lady approached, gazed at the dear departed, and remarked, "He looks so peaceful lying there. I trust he didn't suffer much before the end."

"My poor Larry," sobbed Darlene. "He had a terrible time, dying as he did from syphilis."

"My goodness!" the neighbor exclaimed, crossing herself and hurrying away.

Having overheard the exchange, Darlene's son pulled her aside and said, "Ma, that's a terrible thing to say about Dad! You know he died from diarrhea."

"I know, son," said the widow, "but I want people to think he died being a sport, instead of being the shit he was all his life."

—Bobby Ray
Motel Hell

"Come quick, Pa! Ma is givin' birth to a cucumber in the barn!"

"Hey, Tammy! How's business?"

There was a rice jockey named Gliss
Who thought canyon-racin' was bliss,
But he cornered too fast,
And when he was seen last,
He'd ended up somethin' like this!

—Elvis
Cagestage, Mars

What comes free with every new Honda?

Tennis shoes.

—Millstone
In The Grind

"Sorry, Porky, but Mother made me promise never to screw anything as weird as Daddy."

How is your ol' lady different from the square root of π?

You can half-ass figure out the square root of π.

—Todd Kerg
Santa Fe, N.M.

Why do homeless guys make the best muff-divers?

They're used to eatin' at the Y.

—Lone Wolf
Wexford, Pa.

Why was the prospect home from his hot date by 8 o'clock?

He petered out early.

—Glasscutter
Countin'

Definition of *retirement:* what men do when they die, and women do when they marry.

—Bert
Graterford, Pa.

As they were walkin' down the street one chilly day, Hammer's ol' lady whined, "But why won't ya buy me a fur coat? I'm so cold!"

"If ya already knew the answer, bitch, why the fuck didja bother askin'?" Hammer growled.

—M.G.
Inside

"Can I make a suggestion?"

Whaddaya call a biker who won't screw anybody but Miraculous Mutha?

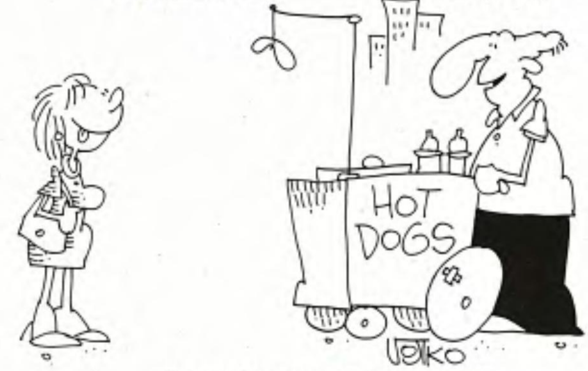
Mohogamous.

—Gibby
Austin, Texas

Didja hear about the two gay ghosts?

They gave each other the willies.

—El Vee
Stripe City



"I got the idea from an *Easyriders* Rodeo!"

What's the difference between a golf course and your ol' lady?

Your ol' lady's hole is in the rough.

—The Midget
Stayin' Strong

How many divorced men does it take to screw in a light bulb?

None—the sockets go with the house.

—Buzzard
Hunlock Creek, Pa.

There was a parrot at Dirty Dave's favorite bar, and every day that Dirty Dave would putt over for a brew, the damned bird would start swearing at him, screaming shit like: "Fuck you, Dave, you turdheaded muthafucker!" or "Kiss my ass, Dave!" at the top of his lungs.

One afternoon Dirty Dave had finally taken about all he could stand of that shit, so he yanked the parrot out of its cage and plugged its asshole full of chewing gum. The parrot still wouldn't shut up; he squawked, "Fuck you, Dave—that didn't hurt, you cocksucker!"

Three days later, Dirty Dave rode back to the bar, and there was the parrot, laid out on its side in the cage, bloated and blown up like a watermelon. Seeing Dave, the miserable bird pleaded, "Don't be so cruel, Dave—take the gum out, willya? I promise I'll never cuss you out again." That's what Dave had been waiting to hear, so he pulled the gum out to give the parrot some relief.

Now convinced that the parrot would no longer be any problem, the next day Dirty Dave brought his ol' lady with him to the bar for the first time ever. He proudly walked her in and sat her down at his favorite table, right next to the parrot's cage.

The parrot took one look at Dirty Dave's ol' lady and said, "Don't be so cruel, Dave—take the gum out, willya?"

—Beasly
The Yard

"Oh, hi, Ralph—how's it hangin'?"

RENEGADE'S DYNA GLIDE

Tackling The New Model

Photo 3

Renegade finally got rid of his old ride and bought a new Dyna Glide. It's not that his old bike couldn't take another rebuild. But even when it was running well, he had trouble keeping up with the rest of crew, who had been testing various performance packages in their putts.

New? Did I say new? What I meant to say was that Renegade got a good deal on a used '92 Dyna Glide factory test that had only been beat on for about 10,000 miles. Yeah, Renegade saved some money by buying the test scoot, but because he was still having trouble keeping up with the rest of the rowdies, the savings were immediately dumped back into the bike.

Here are some of the things that Dave Rivera at Bartels' Harley-Davidson in Culver City, California, handled (photo 5): milling .080 inches off the gasket surface of the heads, a super street porting job, installing Screamin' Eagle valve springs (with the stock collars), and a 5-angle valve job. Then, adjustable pushrods and a Bartels BP40 hot street cam were installed, along with a Screamin' Eagle ignition module and carb (with a Bartels intake manifold).

Then Renegade had Bartels throw on some new exhaust pipes, using a couple of their wild megaphone mufflers. I wasn't too sure that this was going to help in the power department, but when the bike was put back together, Scott Bartels tested it on their Dyno-Jet dyno. By adjusting the carb slightly and resetting the advance to 28 to 30 degrees, this Dyna Glide tipped the horsepower scale at 90 horses on the ground. On upcoming runs, it looks like Renegade is going to be leading the pack.

He also had Bartels install the '93 rubber engine mounts, which are much smoother than the earlier ones.

Styling was the next challenge. Renegade felt that the motorcycle's profile was too flat across the top, so

Photo 1

Photo 2

Renegade felt that the bike's profile was too flat across the top, so he began the cosmetic changes by raising the front of the gas tank

he began the cosmetic changes by raising the front of the gas tank with a tube welded across the top of the frame rail (photo 4). To lower the seating position, the stock seat is going to be replaced with a custom-built, thin solo. Another thing I heard him muttering about was a nice paint job that would complement his personality (probably flat black like the last one).

Following the Bob Brouett Tech Tip on lowering an FXR (September 1991 issue, #219), he took a pneumatic cut-off saw to the rear fender and bobbed it (photo 1). Dyna Glides are 20 pounds heavier than FXRs, so he

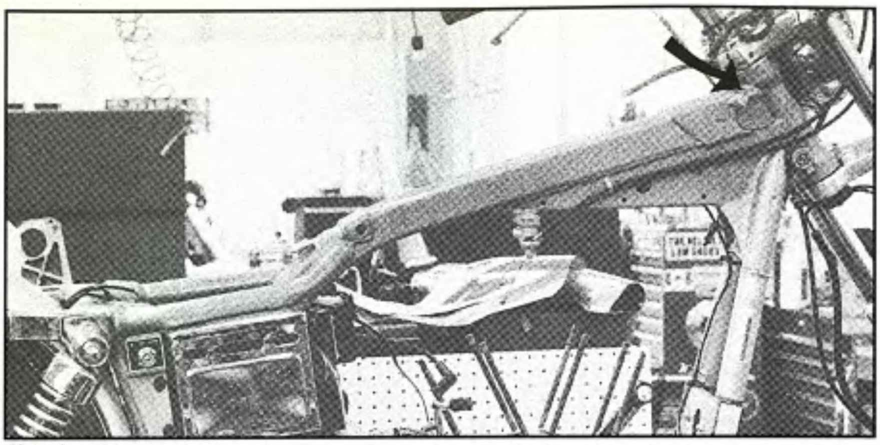


Photo 4

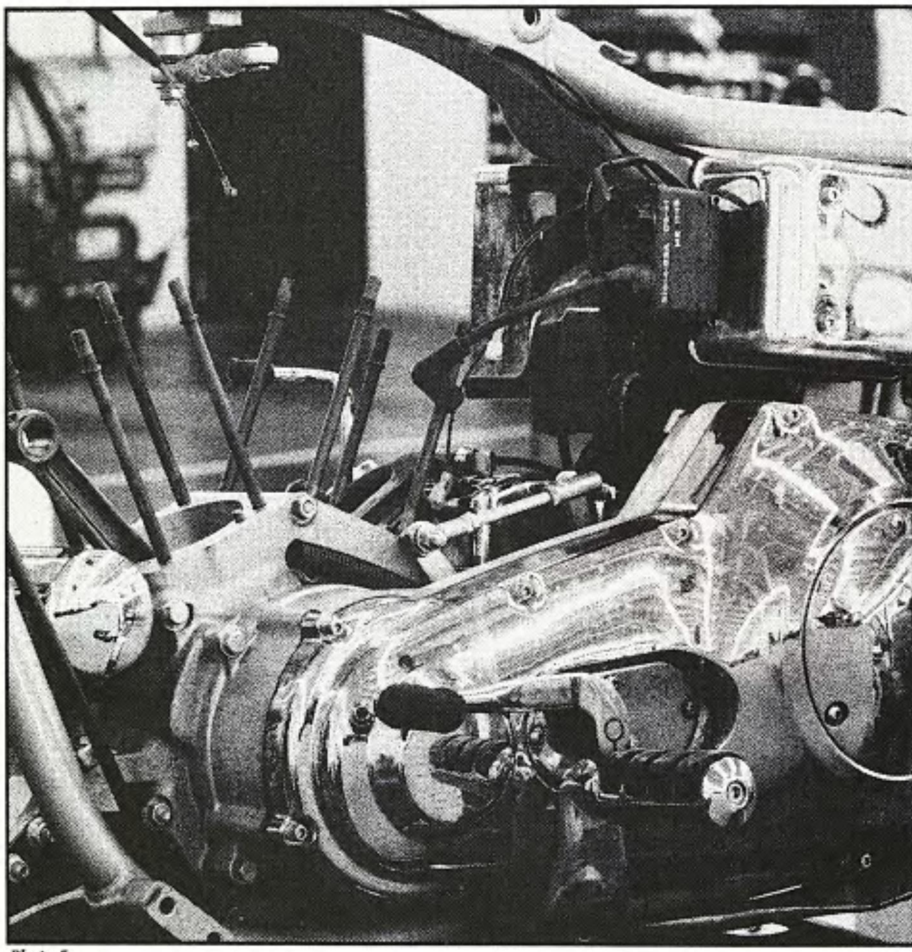
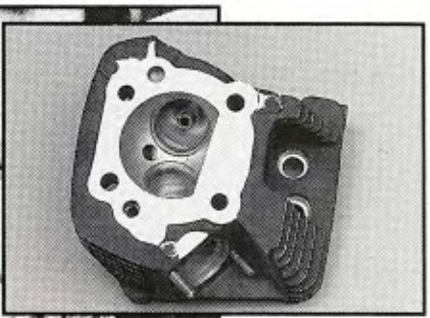


Photo 5



Photos: Silvermoon

eliminated turn signals, highway pegs, passenger pegs, and the like. After picking up the bike, Renegade stopped at Van Nuys Harley-Davidson and bought a set of black FXR sport bars and 4-inch risers (photo 2). That didn't cut it, so he got an additional 2 inches of height with Will's Ride One riser stands.

The final touch at this stage was a set of Arlen Ness mirrors and a billet license plate bracket. The next phase will include Renegade's search for shorter shocks for Dyna Glides and some additional modifications to the rear fender.

Because Renegade would rather ride than tinker, his motorcycle will be finished in just two stages—this one and one in a future issue, which will focus on Renegade's styling touches and further demonstrate the look that can be obtained with a stock Dyna Glide and a few factory accessories (photos 3 and 6).

Arlen Ness, Donnie Smith, Johnny Pagnini, and a few other creative types are making major changes to Dyna Glides, so we'll be viewing alternative Dyna styles in the near future. In addition, we'll study the market on shocks available for Dynas.

—Wrench

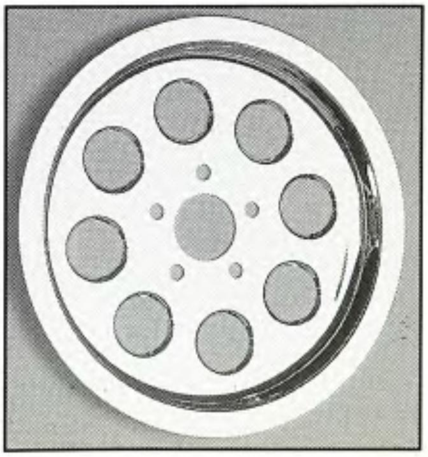


Photo 6

F.I.G.H.T. UPDATE

F.I.G.H.T.ING SIDE EFFECTS

F.I.G.H.T.in' Sam McCloud, the Minneapolis attorney who's orchestrating our federal lawsuit to challenge the constitutionality of helmet laws, has developed a two-pronged strategy:

First, based on the idea that helmet laws are basically "preventive medicine," a statistician will analyze raw data to demonstrate that helmets don't save lives, and, in fact, may very well kill.

Second, laboratory testing will be conducted to examine the human element and how helmets interfere with a rider's ability to perform basic functions such as maneuvering, detecting dangerous situations, and being alert to traffic conditions. The study will also look at fatigue, helmet fit, vision, and hearing.

With the results of these efforts, the next step will be to determine the federal district court in which to begin our legal challenge against helmet laws.

Your letters to F.I.G.H.T. will provide much of the information needed to set the testing parameters for the above research. On the one hand, they offer personal testimony to the injurious side effects of helmets. On the other hand, they give us a new "window" through which to examine the data in various government-sponsored helmet effectiveness studies.

Keep 'em coming. Some of your stories are enough to make a grown man cry, but that's the price we'll have to pay to bring home the truth! In an upcoming issue, we'll share some of your responses.

—Bill Bish

QUESTIONNAIRE

Have you had a close call, an accident, *or an injury because you were wearing a helmet?* Tell us about it.

Name ______________________ Day phone (____) ______________

Address ______________________ Night Phone (____) ______________

City ______________________ State ________ Zip __________

Brief story: ____

____

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____

(use separate sheet of paper if you wish)

Mail to: *Easyriders* - F.I.G.H.T. - P.O. Box 3000 - Agoura Hills, CA 91376-3000

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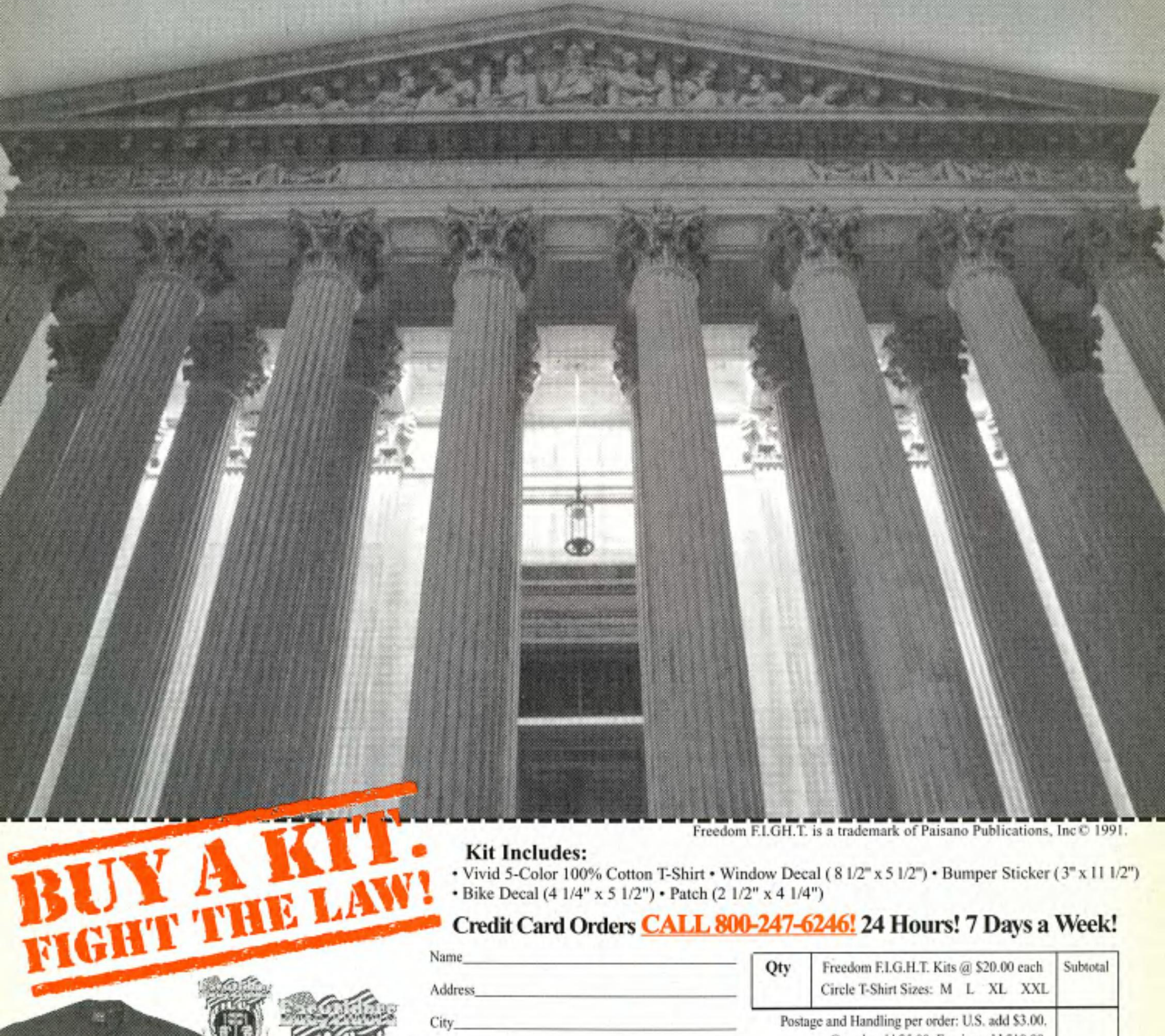

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HALL O' FAME

For Brothers and Sisters Who Stand Out In a Crowd

John Svendsen

Grand Island, Nebraska

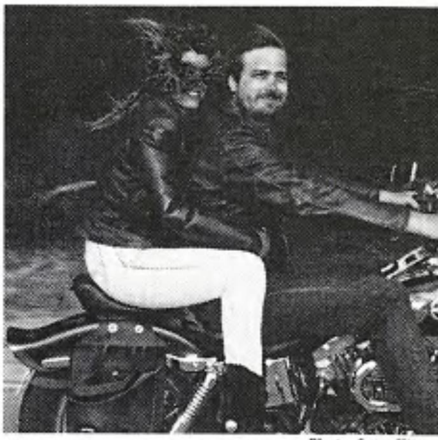

Photo: from Kim

John Svendsen was a peaceful man whose heart needed every bit of his 6-foot-4-inch frame to contain its generous size. Although he was known among his bros as one who loved to work, wrench, and ride hard, the big biker always set strangers at ease with his easy-going ways and good sense of humor.

On September 22, 1992, John stopped by a local watering hole to kick back with his friends. He barely noticed a stranger sitting beside him when he accidentally elbowed the guy's drink. The stranger, an ex-con edgy from his first day out of prison, started making a big scene. Before John had a chance to settle him down, the stranger fired three shots, one hitting John's head. John died a day later.

Our condolences go out to his friends and loved ones—and most of all to his little girl Kristy and her mom Kim.

—Clay Dog

Friends Of "Just Another Shop"

Westfield, Texas

Photo: C.A. Messe

October 2, 1992, an electrical fire ravaged a small scooter shop on the north side of Houston and "just another shop" was destroyed.

Word spread fast, and on Saturday morning, 25 friends of the shop's owners, John "Pac Man" Wilson and Bill Haley, spent the whole day sifting through the ashes to salvage what little remained. After the gruesome task, the friends began organizing a benefit for the following weekend.

Over 200 folks showed for the event, and with everyone's help, including a 10-year-old girl who donated an 8-week-old piglet to be raffled, more than $2,300 was raised.

"Just another shop" is not just another shop for anyone who's been there. It's always been a gathering place for runs, campouts, and bike building (under the watchful eye of head wrench, Pac Man).

Bill and Pac Man extend their sincere thanks to everyone who helped. —D.B.

Shack O' Shame

The Des Moines Register

Des Moines, Iowa

A recent *Des Moines Register* editorial not only pushed for a helmet law to attract federal blackmail money in the face of its own state's decreasing helmetless fatalities, but insisted that bikers carry mandatory donor cards.

Before a bro takes a spill, he might want to stuff his head in a brain bucket, even though it may snap his neck or brain stem and kill him, so that the *Register's* yahoos can bid on his brains (not that they couldn't use some).

After all, there's nothin' worse for non-bikin' citizenry hungry for some fresh-off-the-asphalt biker meat to find their untidy road meal still fuckin' alive. Best to protect that Grade A road beef by pre-wrapping it in a plastic lid, the kind that kills quick and *neat*, making it easier to divide up the downed rider's mandatorily donated organs from the rest of the fed's favorite pavement paté and turning the rider's prime cut innards into some serious big bucks for the state.

What next for these cannibals—mandatory after-dinner mints? —Dead Dog

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in April, May, and June

To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state or country. Send your information to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Arizona
EASYRIDERS RODEO—May 14-16. Pinal County Fairgrounds in Casa Grande. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Information: (818) 889-8740, ext. 281.

Arkansas
RUN WHAT YA BRUNG DRAGS—May 9. Centerville Dragstrip. Info: (501) 942-7553.

California
PASO ROBLES CLEAN & SOBER RUN—April 23-25. Paso Robles Fairgrounds in Paso Robles. Information: (805) 461-1211.

Colorado
WOMEN IN THE WIND SUMMER NATIONALS—June 25-27. Silvercreek. Information (303) 726-5874 or (303) 726-8995.

Connecticut
BIKER ART SHOW—April 25-June 6. For Art Sake Gallery in Hamden. Seeking all forms of art. Information: (203) 248-2871.

Delaware
VIETNAM VETS MC POKER RUN—April 24. Information: (302) 422-4988.

Florida
EASYRIDERS BIKE & TATTOO SHOW TOUR—April 30 - May 2. Howard Johnson's Conf. Center in Daytona Beach. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Info: (818) 889-8740, ext. 281.

EASYRIDERS RODEO—June 4-6. Municipal Stadium, Daytona Beach. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available for weekend. Information: (818) 889-8740 ext. 281.

Georgia
AMRA SOUTHERN SWING ALL-HARLEY DRAGS & SWAP—April 24-25. Twiggs County Dragway in Macon. Information: Big John's Cycles: (404) 478-2120.

Illinois
AIDS AWARENESS RUN—May 15. Linn Lanes in Canton. Info: (309) 647-1386.

Indiana
MIDWEST SWAP MEET & BIKE SHOW—April 18. Marion Fairgrounds in Indianapolis. Information: (317) 638-4990.

Iowa
POPCORN CITY CYCLE CIRCUS—June 5. Benton County Fairgrounds, Vinton. Info: (319) 378-1896, (319) 448-4567.

Kansas
CHARITY RUN FOR SPECIAL OLYMPICS—April 18. City Cycle Sales in Junction City. Sign-in: 11: a.m.-12:30 p.m. Information: (913) 238-3411.

Maine
5TH ANNUAL WEEKEND BEHIND THE BARN PARTY—May 28-31. Grants Farm in North Saco. Admission: $10 (advance)/$15 (gate). Info: (207) 282-6968.

Maryland
ABATE SWAP MEET AND BIKE SHOW—April 25 (raindate May 2). Burkheimer's in Northeast. Information: (410) 642-6204.

Minnesota
EASYRIDERS RODEO—June (stay tuned for details). Rodeo, food, beer, trophy girl contest, live music, ride-in bike show. Info: (818) 889-8740 ext. 281.

Mississippi
GULFPORT BLOWOUT—May 28-31. Gulfport Dragway in Gulfport. Swap meet, drag races, music. Proceeds to M.S. Info: (601) 392-1801.

Montana
ABATE SPRING OPENER—May 29-31. Information: (406) 244-5498.

Nebraska
ABATE ANNUAL SPRING RUN FOR FUN—May 28-31. Info: (308) 381-0354.

Nevada
LAUGHLIN RUN—April 15-18. Laughlin. Information: (800) 266-6441.

New Jersey
SWAP-A-RAMA—April 17-18. Garden State Exhibit Center. Info: (800) 477-SWAP.

New Mexico
EAST PLAINS MDA RUN—May 1. Information: (505) 769-0920.

New York
EASYRIDERS BIKE & TATTOO SHOW TOUR—April 16-18. Orange County Fair grounds in Middletown. See the best custom bikes and tattoos. Daily door prizes, live music, and fashion show on Fri. & Sat. Info: (818) 889-8740 ext. 281.

Ohio
CENTURIONS MC HELMET PROTEST RALLY—May 6-9. Run goes through six county seats. Proceeds benefit Ohio Motorcycle Coalition. Info: (419) 472-2428.

Oklahoma
NCOM CONVENTION—May 6-9 in Tulsa. Information: (800) 525-5355.

Oregon
ABATE FOSSIL RUN—May 28-31. Bear Hollow Campground. Info: (503) 285-4329.

South Carolina
ABATE OF GEORGETOWN POKER RUN—May 29. Info: (803) 546-5958.

Tennessee
AMRA HARLEY DRAGS—May 22-23. Memphis Dragway. Info: (901) 372-1121.

Texas
EASYRIDERS RODEO—May 29-31. Heart O' Texas Fair in Waco. Rodeo, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available. Information: (818) 889-8740, ext. 281.

Washington
EASYRIDERS BIKE & TATTOO SHOW TOUR—April 2-4, Seattle Int'l Trade Center in Seattle. The finest custom bikes and tattoos will be on display. Daily door prizes, live music, and a fashion show on Fri. & Sat. The *Easyriders* truck will be there. Information: (818) 889-8740 ext. 281.

Washington, D.C.
ROLLING THUNDER VI/RUN TO THE WALL—May 30. Bikes will meet at North Pentagon Parking Lot (9 a.m.) and leave at noon for the ride to the Vietnam Veterans Memorial. For info, time of departure, and arrival in states for the Run To The Wall, call Rod at (310) 425-3145

Wisconsin
H-D'S 90TH ANNIV. WORLD'S FAIR—June 11-13.Waukesha Expo in Waukesha. Antique bike show, swap meet, tattoo show, live bands. Info: (414) 548-3633.

Canada
British Columbia
B.C. CUSTOM BIKE SHOW—May 7-9, New Westminster. Info: (604) 687-0115

MOTORCYCLE AWARENESS RUN—May 23, Burnaby. Info: (604) 687-0115.

Ontario
CANADIAN INTERNATIONAL CLASSIC BIKE SHOW & SWAP MEET—April 18. Toronto International Centre in Toronto. Information: (416) 427-4201.

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EASYRIDERS 1993 EXOTIC DANCER GUIDE

Here's the results of our ongoing search for the finest nude dance clubs that cater to night riders. We're attempting to expand our listing to represent clubs all over the globe. So if you know of a slinky hangout, send the info to our little French editor: Exotic Guide, c/o Michélina, Box 3000, Agoura Hills, CA 91376-3000.

KEY

BH: Biker Hangout
BW: Bikers Welcome
NC: No Colors
DC: Dress Code
NDC: No Dress Code
P: Parking
NP: No Parking

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DIAMOND JIMS
1631 1st Ave. N
BIRMINGHAM, AL
(205) 254-9500
BH/NC/P

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HIGH LIGHTER
4716 N 12th St.
PHOENIX, AZ
(602) 234-0128
BW/NDC/P

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5822 E Speedway
TUCSON, AZ
(602) 882-0650
BW/NC/P

TD'S WEST
749 W. Miracle Mile
TUCSON, AZ
(602) 790-7307
BW/NC/P

ARKANSAS

PRIME TIME CLUB
3310 Mabevale Pike
LITTLE ROCK, AR
(501) 562-9044
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HOLLYWOOD, CA
(213) 664-4702
BW/NDC/P

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7180 Sunset Blvd.
HOLLYWOOD, CA
(213) 876-4761
BW/NDC/P

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10624 Hawthorne
LENNOX, CA
(213) 671-1100
BW/NDC/P

THE BODY SHOP
8250 W. Sunset Blvd
LOS ANGELES, CA
(213) 656-1401
BW/NDC/P

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CHATSWORTH, CA
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(303) 288-3030
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(203) 755-5541
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SOUTHINGTON, CT
(203) 747-6451
BW/NDC/P

THE PATIO
Rt. 69
WOLCOTT, CT
(203) 879-4287
BW/NDC/P

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BERLIN, CT
(203) 828-0895
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WASHINGTON, DC
(202) 333-7625
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(904) 252-9163
BW/NDC/P

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DAYTONA BEACH, FL
(904) 258-1230
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DAYTONA BEACH, FL
(904) 252-3584
BW/NC/P

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JACKSONVILLE, FL
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LARGO, FL
(813) 585-4345
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MIAMI, FL
(305) 633-4000
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(305) 255-5258
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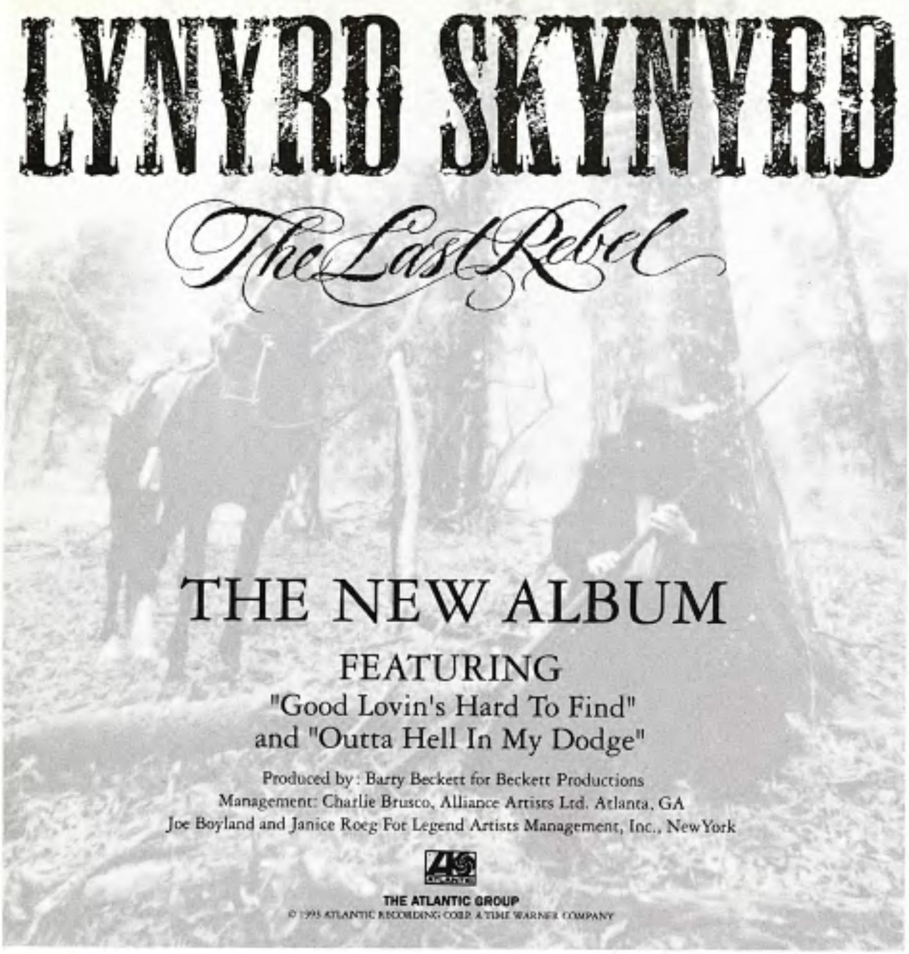

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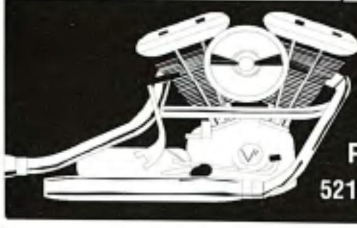

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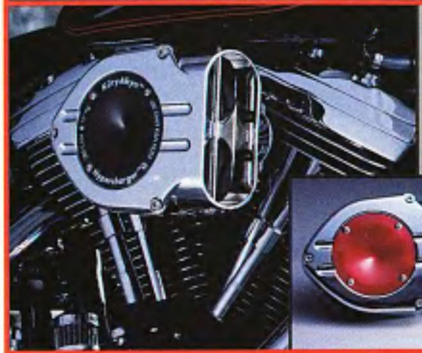

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That's Why They Call It The "Beaver State"

Editor's note: We recruited a rider outta Portland, a city that has some 90 exotic dance clubs, to fill us in on the scene in a place where it's still okay to look at women who enjoy sharing their curves with the public.

Oregon is known for its rain, trees, and beavers. No joke. The state animal really is the beaver. You know . . . furry, buck-toothed, goofy-looking tail.

So it should come as no surprise, then, that Oregon has plenty of taverns where beavers show their cute little faces.

Where else are those little beavers gonna go when it's raining? And just as the rain drives those beavers to shelter, it drives those who ride inside, too. And there's no better place to dry off and wet your whistle than one of the 80-plus titty bars in Oregon.

So while other states have fallen prey to the unrelenting wrath of right-wing fundamentalists and their restrictive legislation concerning exotic dancing, why does Oregon have so many titty bars that feature just this kind of entertainment? Well, in this case you can thank the guys who make the laws—they finally got one right. The state has a freedom of expression guarantee, and full-nude dancing falls under that category.

In Oregon, the main rule is "no touching." The dancers have to be 2 feet away from the customer.

Joe Williams, owner of the Sandy Jug Tavern, claims that titty bars are less of a hassle to run than regular bars. According to Joe, guys who frequent titty bars are usually just there to have couple of beers, watch the dancers, and split.

The Sandy Jug Tavern is located across the street from a Harley shop called Latus Motors, and when Joe took over the Jug last July, he was a little pissed off at the fact that his parking lot was full but his tavern was nearly empty. Then he figured it out: The bros were at the Harley shop, and when they were through there, they'd come back over to the Jug.

Well, it didn't take Joe long to realize that this was okay for biz. These days, Latus Harley sends bros over to the Jug to wait while their scoots are being worked on.

Shit, that's gotta be the best waiting room around. Obviously, bikers are welcome. Colors, too. And don't sweat the parking.

Another popular Oregon titty bar is the Dancin' Bare, which is owned by a bro named George Daniels. George also owns Entertainment Specialties, Inc., a company that runs about 200 dancers.

Since then he's made many changes. The Dancin' Bare now has three stages, good food, pool tables, and cold beer. It happens to be the closest tit bar to the Washington state line, so a lot of guys putt south for the treats. Daniels says bikers are welcome and colors are okay. Since he rides, that's no surprise.

Another Oregon bar of special interest to scooter tramps is The Backswing, located right down the street from the Eastside

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Motorcycle Co., a northeast Portland shop.

It's true that most titty taverns are owned by men. But EJ's in northeast Portland is an exception. It's owned and operated by a fine-looking lady named Etta Jay. Etta used to workin tit bars as a bartender and waitress, and although she's never danced, she sure knows how to pick those who do.

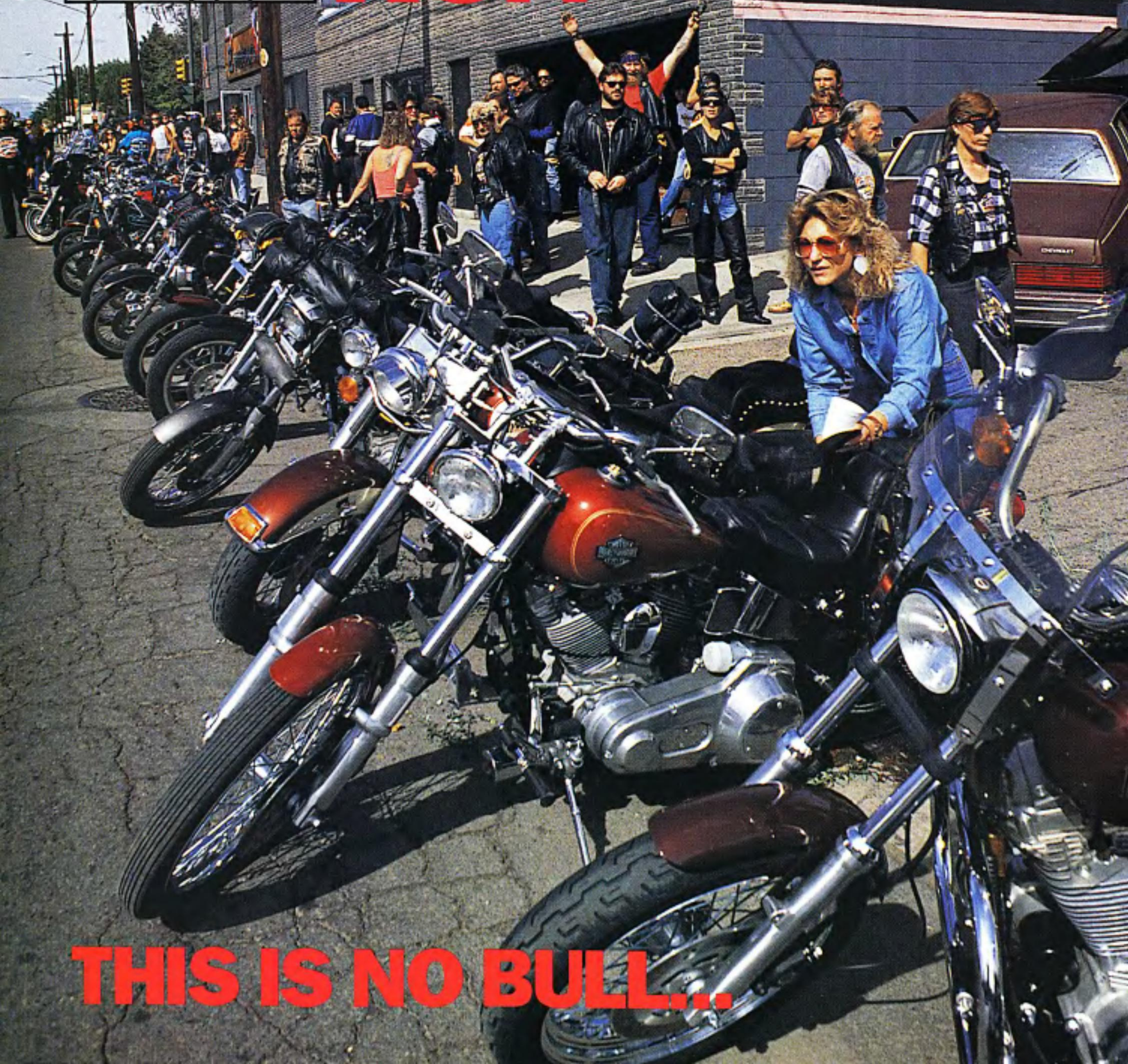
Twenty-six-year-old Etta runs what she calls "a world famous hideaway," complete with fine food, a wide selection of cold beers, a big screen TV, a pool table, two stages, and table dancin'—that, for those of you who live in no-tit land, is where they dance at your table. EJ's welcomes bikers and flying colors is not a problem.

So when you bros are putting through Oregon you might want to stop and check out one of the many titty bars where the state animal hangs out.

You know—the beav.

—Dragon

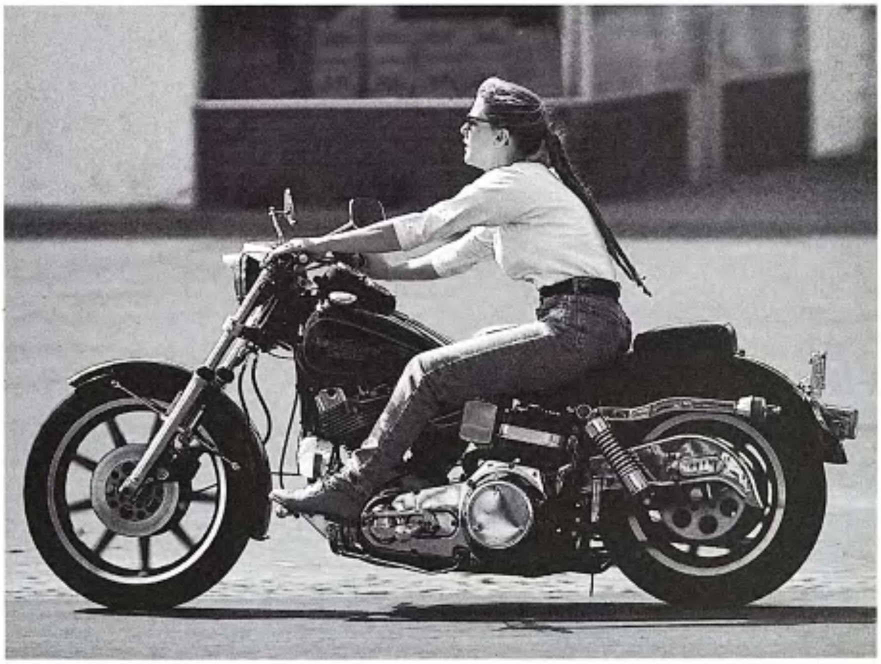
ROCKY MOUNTAIN OYSTER RUN

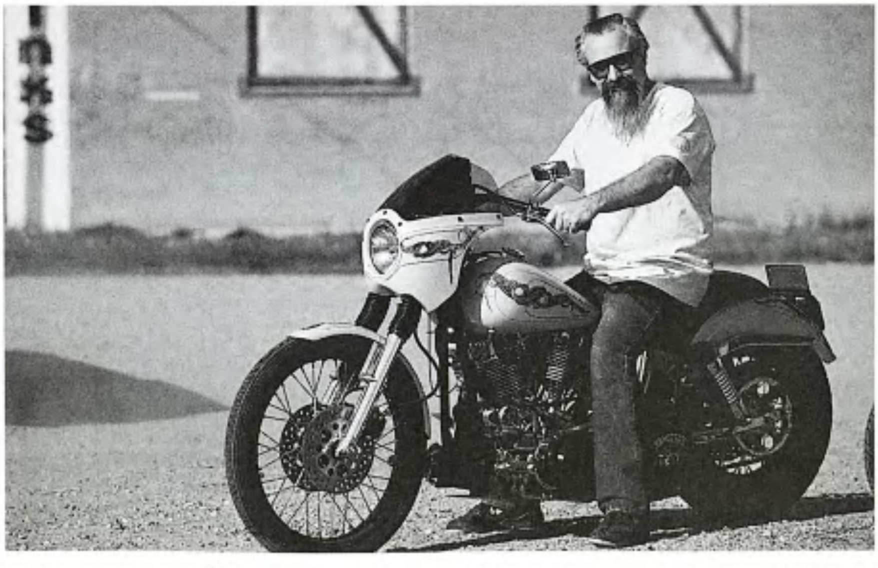


THIS IS NO BULL...

Some things just never change—like the good feeling after a long bone-chilling mid-September ride that comes with sitting down to a nice warm bowl of bull testicles. And at old Bruce's Restaurant in Colorado's tiny town of Severence (better known as "neuter"), for a mere seven or so bucks a bro can pound down all the grade AAA steer sac he can swaller. We're talkin' Rocky Mountain oysters till the cows come home. And the don't-sneeze-or-you'll-miss-it town of Severence (off I-25), with a population pushing upwards of 28, is the spot of preference to load the old road-weary, bull ball-cravin' boiler.

In fact, a number of years back, so many bros from both Denver and Boulder, Colorado, as well as Cheyenne, Wyoming, bumped into each other power-shoveling bull balls, they decided to make a yearly run out of it. The easy part was coming up with the name, "Something Annual Nut Run." The tough part was deciding on what time to meet up each year. 'Course everybody knows that bull balls tend to be too mushy in winter, stringy in spring, and as far as summer's concerned, well, they just get plain awful hard. And although your better sweetbreads are known to get sorta fibrous in fall, whatdahell, you can cook around that—or a bro could just add more salt and pepper, or even a couple healthy splashes from his own saddle stash of Tabasco or →

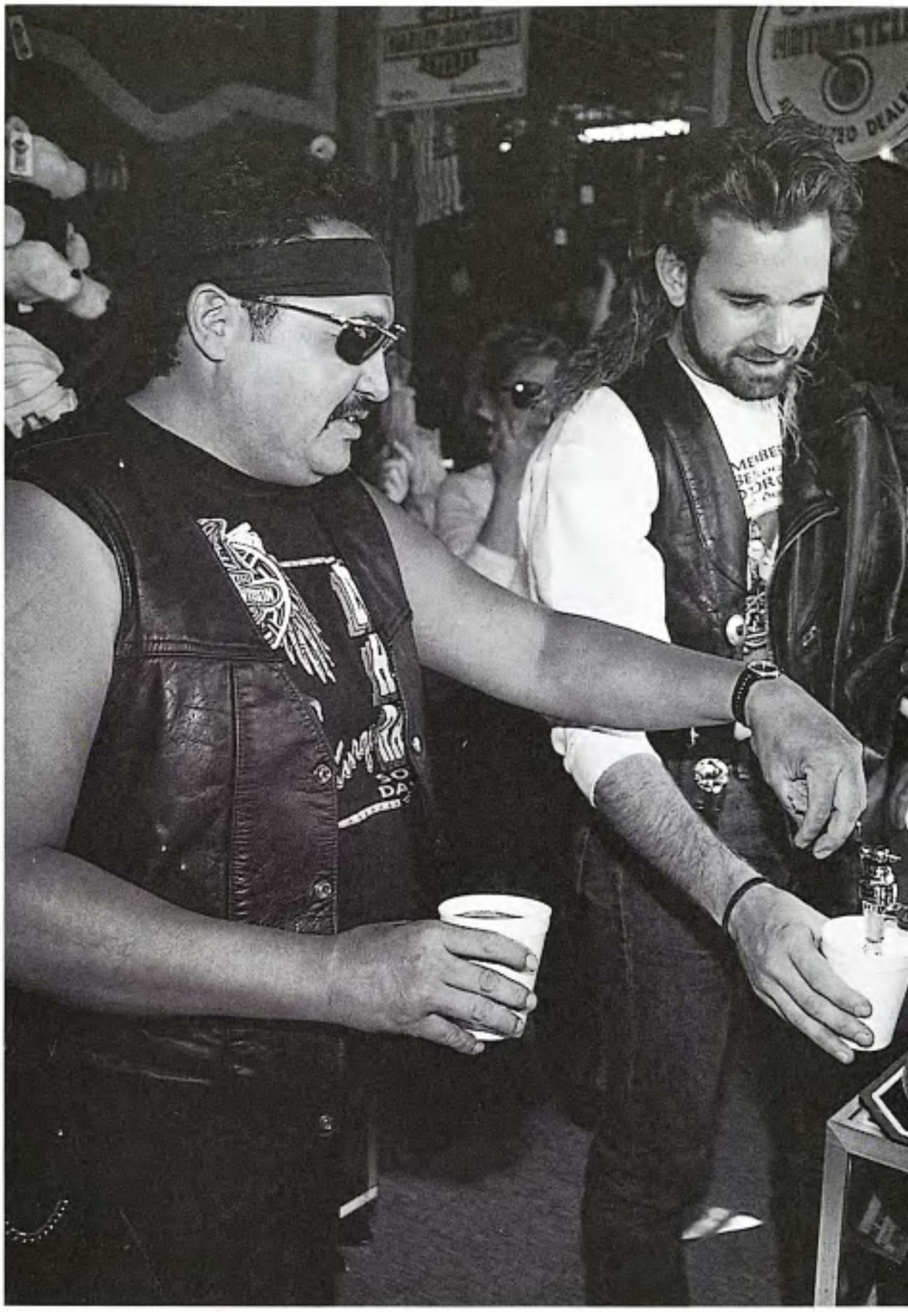




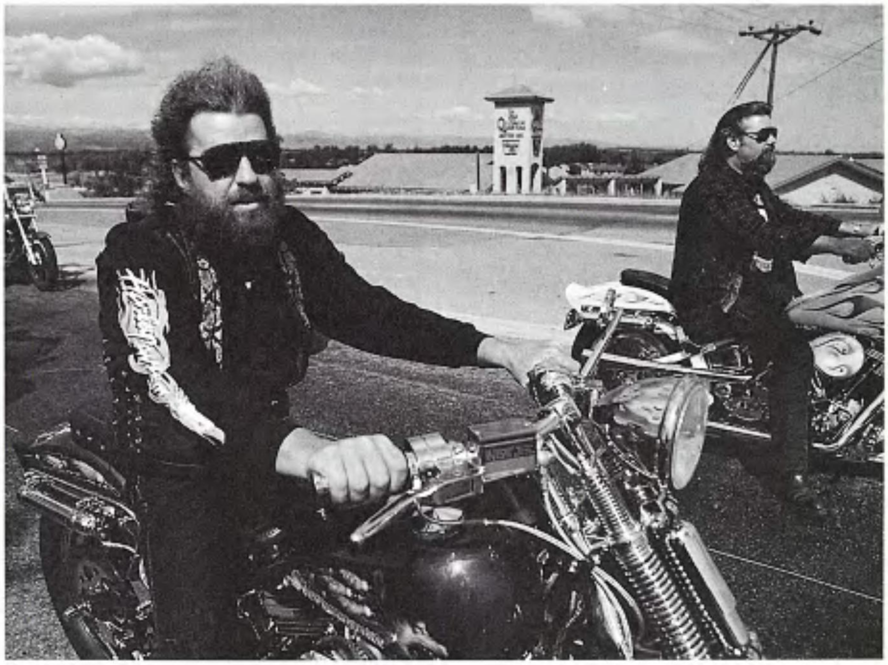
grape jelly when the chef's not looking—since most folks in their right mind aren't all that eager to insult a professional ball butcher.

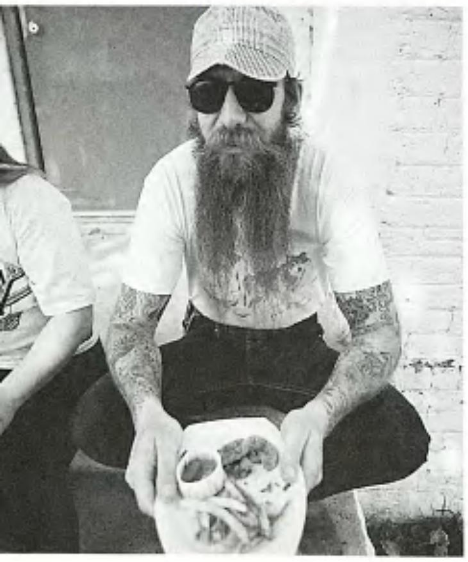
So with a mouthful of prime-grade gonad, a group of bros mumbled in agreement, "How 'bout the third Sunday of every September, and we'll jus' bring our own A-1." Since that time the sponsorship and goings-on for the annual event have changed once or twice (one of the earlier customs included loading slingshots with baby water balloons and dividing the parking lot between north and south), but a nut-eatin' run is a nut-eatin' run anyway you slice it. The run had its original sponsorship from a Boulder Harley dealer that went defunct in '86. These days the event is sponsored primarily by good bros, Arlin Fatland, owner of the righteous, Denver-based 2-Wheeler M/C, and Jack Ross of Maverick Cycles in Cheyenne, Wyoming. These two main sponsors are a good 100-plus miles apart, so the town of Severence is the perfect midway location to meet up and scarf ball

Over the years, the run has come to mean more than just wolfin' the gnarly nuts. It's a time when bros from neighboring states roll in, either solo or with family and friends, for the big, daytime feast. Bruce's restaurant is set up to accommodate family-style chowin' as well as some beer drinking and pool playing to juke-boxed tunes. The restaurant also has a parking →



SALE
PARTS

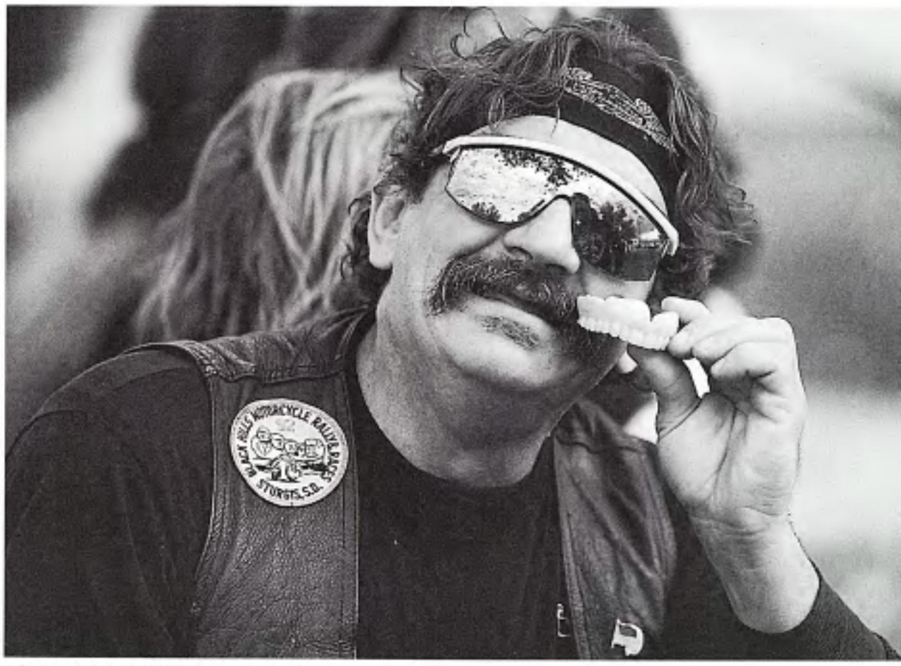




area that holds between 500 and 1,000 bikes. And during the Nut Run, it sees everything from Colorado customs and Wyoming two- and three-wheeled prairie pounders, to show-buffed New Mexico Evos, stand-up Kansas panheads, gnarly Nebraska knuckles, and even a few of those head-spinnin', eye-chaffin' Iowa rat shovels.

Other than a few fliers that happen to get sprinkled around on a blue moon, the event pretty much fuels itself by word of mouth and lotsa good old high-protein consumption. It's still a helluva way to shake off the dust, meet up with bros, and load up on some serious pencil lead.

—Clay "Low Ball" Dog



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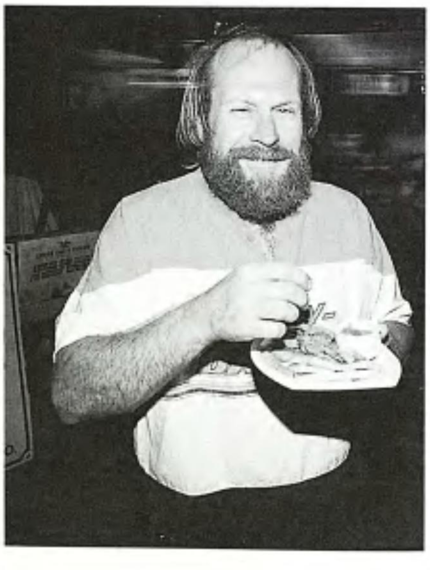

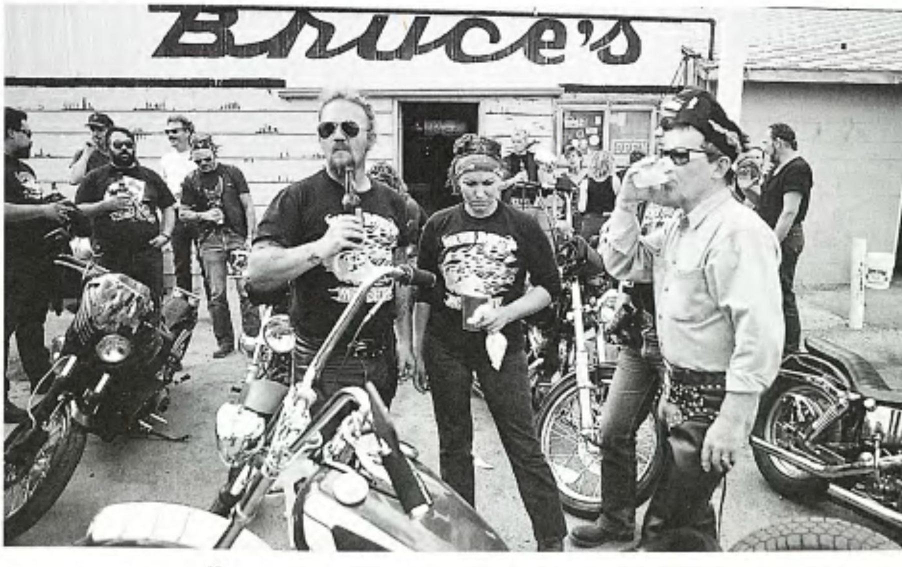

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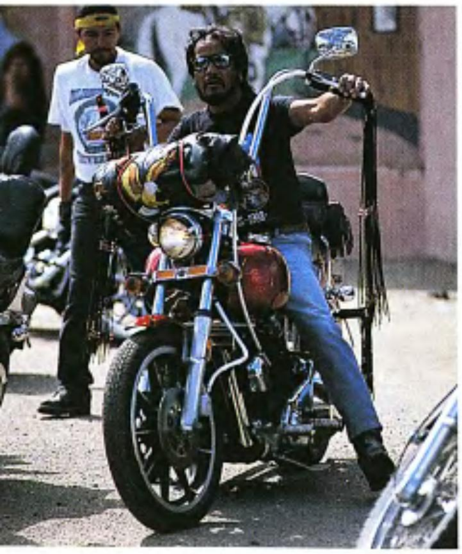


DOG'S SLED AHEAD OF THE PACK

Stray dogs spend their days barking up the wrong tree. Junkyard dogs spend all their time chasing cats. Horn dogs are obsessed with searching for bitches. And old dogs just lie on the carpet and dream.

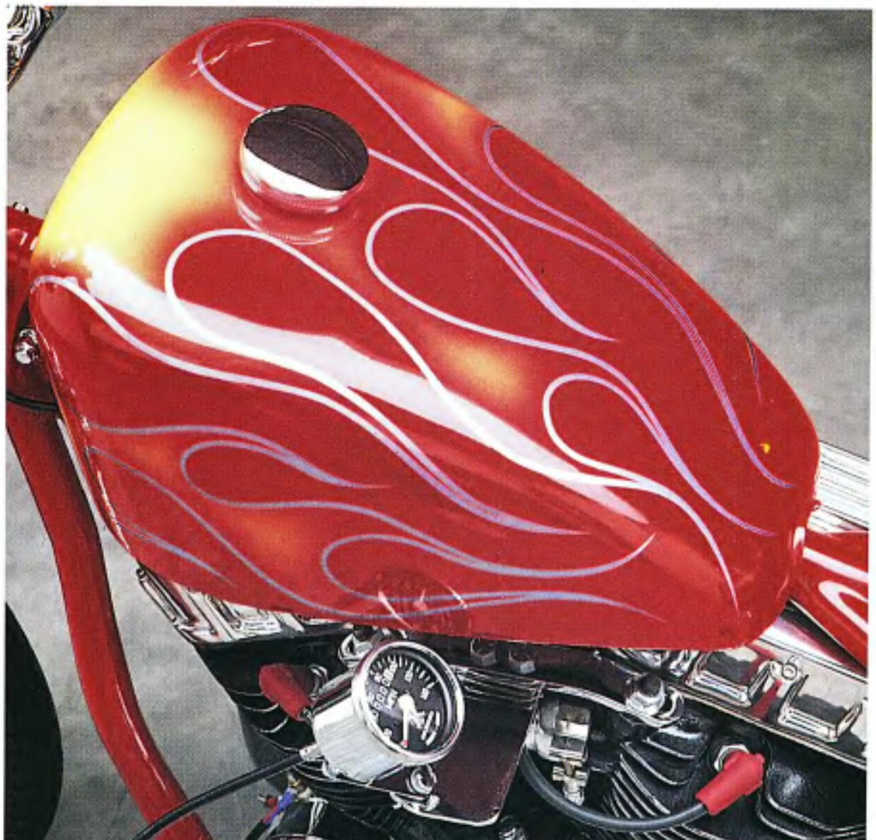
What do dogs dream, you ask? Well, one dog might dream about a choice cut of sirloin. Another hound might dream about a roll in the dog house with that pedigree poodle down the street.

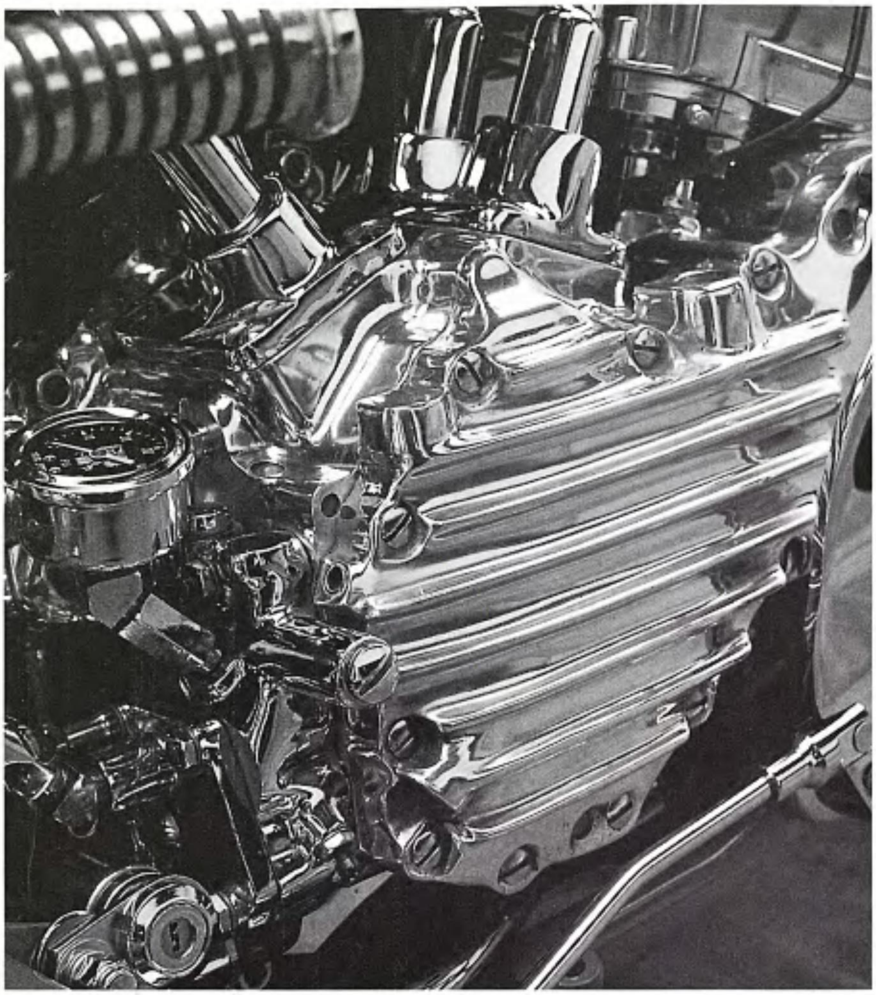
And a certain West Virginia Dog might dream about what to do with the bent, broken down, and mighty dusty pan parts he'd been accumulating for more than 10 years.

What you are about to read is a true story. The names haven't been changed to protect the innocent.

"It was a cold, sleepless winter night," Dog recalls. "It musta been ten degrees below. I was lyin' in the sack, wondering what to do with all the parts I had, when I dreamed this project up."

Some of the parts he had were castaways from previous projects:





a '49 left-side case, a '48 right-side case, a 1940 knucklehead cam cover, and a set of '56 heads. Others, like a badly-bent springer fork and an out-of-line wishbone frame, Dog picked up at various swap meets.

So the burning question keeping Dog up on that cold, frosty night was this: Could all these pieces of past perfection actually be transformed into the ultimate ride?

Keep in mind that while every dog has his day, not every dog shares the same vision of the ultimate ride.

To understand Dog's particular vision of the ultimate ride, you gotta understand that he's been around for a while. His first ride was a '46 45 flathead. Then came a '48, and after that a '53.

"I grew up in the fifties," Dog says, "and, to me, the panhead is the prettiest motor that Harley-Davidson ever made. I wanted to build a bike that would show off that motor." →

Well, after two years of dogged persistence, Dog had a sled showin' off that motor—and sportin' everything else he liked, too.

"I always wanted a motorcycle with a magneto on it," Dog says. He also wanted an SU carb, original star hubs, a solo seat, a flamed paint job, a foot clutch, and a jockey shift. (Guess you might call that a Dogmatic transmission.)

The 1940 knucklehead cam cover is unique, too. "It was the only year they made it with a little protrusion sticking up," Dog explains. "I don't know what the hell it's for, though."

The finned aluminum valve covers, also popular back in the 1950s, are equally difficult to find these days.

Dog also happens to be pretty handy with stainless steel. He crafted the speedometer mounting bracket, ignition switch bracket, horn bracket, rear fender brace, and rear taillight.

"The challenge was to keep it clean and simple, but make it look

Owner(s): Dog	**City:** Morgantown, West Virginia	
General	**Frame**	
Fabrication by: Dog	Year: 1949	
Year and make: 1949 H-D	Builder: H-D	
Model: panhead	Type: rigid	
Value: who cares?	Rake: stock	
Assembly by: Dog	Stretch: none	
Time: two years	Other alterations: none	
Chroming by: Albert's Custom Chrome	**Accessories**	
Engine	Bars: drag	
Year: '48 - '56	Risers: Dogbone	
Model: panhead	Fender(s): drag	
Rebuilder: Jim's Cycle, Aliquippa, Pa.	Headlight: V-twin	
Ignition: Morris Magneto	Taillight: modified H-D	
Displacement: 74 cubic inches	Speedo: drag	
Lower end: H-D	Front pegs: V-twin	
Balancing: Jim's Cycles	Rear pegs: n/a	
Pistons: factory	Electrics: 12-volt	
Cases: stock	Gas tank: King Sportster	
Heads: modified panhead	Oil tank: Paughco	
Cam: Sifton	Oil system: factory	
Lifters: solid	Primary cover: Primo belt	
Carb(s): SU	Seat: drag	
Air cleaner: SU	Sissybar: Dog	
Pipes: Paughco	Height: enough	
Muffler(s): none	Material: chromed steel	
Transmission	**Forks**	
Modifications: none/stock	Type: H-D Springer	
Year: 1952	Extension: none	
Shifting: jockey	Builder: factory	
Engine sprocket: belt drive	Special features: chrome	
Trans sprocket: got teeth	**Wheels**	
Wheel sprocket: got teeth, too	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: none	Hub: H-D star	Hub: H-D star
Painter: Steve	Rim width: 3-inch	Rim width: 3.5-inch
Color: bright red	Tire: Metzeler	Tire: Metzeler
Type: lacquer	Brake: stock	Brake: stock
Special paint: clearcoat		
Other special modifications: custom-made stainless steel brackets, various polished items, stainless steel oil lines, flames by Eric. Special thanks to my favorite editor and Spanish teacher.		
Photos: Steve Coonan		

good," Dog says. "I didn't want stuff hanging all over the bike."

He put the ignition switch down in between the motor and transmission, hid the horn behind the exhaust pipes, and mounted the stop light switch underneath the transmission. He also crafted the voltage regulator bracket and hid it under the front of the bike.

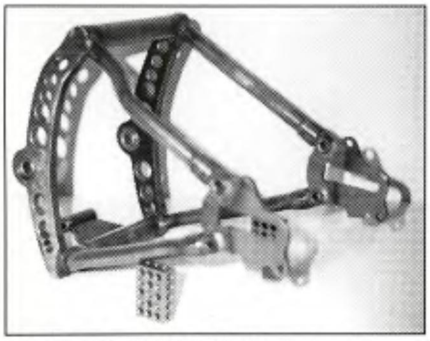
Dog didn't want to put the wiring through the frame, either. To solve that problem, and still keep everything hidden, he bolted a little chrome tube to the left side of the frame.

You'll notice that the rear pipe sticks out an inch-and-a-half over the top pipe. "I wanted to be different," he says. "That bike is me."

Dog wants everyone to know that he started riding Harleys back when riding Harleys wasn't cool. Now he proudly rides the Dog Sled through the hills of West Virginia, where he spends many a dog day barking in the breeze.

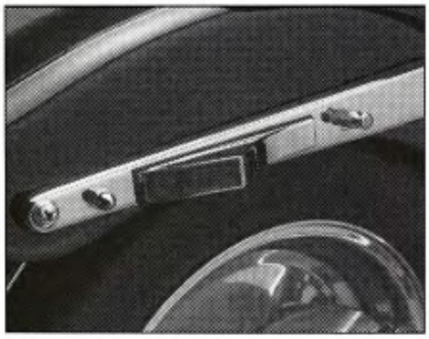
—Southern Connection

Parts Box *Tell 'em Snake sent ya!*



Custom Softail Swingarms

After that Buyer's Guide last month I'm burned out on new products. I saw more billet in a weekend than I have in five years. But I saved a few primo parts for this issue. This is a completely custom Softail swingarm designed by Gary Munoz of Chopper Guys Biker Products. Check out the axle adjusters. For more information drop Gary a line at 23752 Bernhardt St., Hayward, CA 94545, or dial (510) 887-2400.

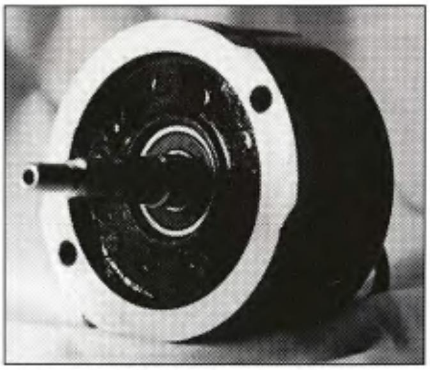


Mirage Marker Lights

Fender rails have always been a problem and turn signals are even worse. But these sigs mount flush to flat surfaces like struts or the sides of fenders. They're die cast and available in red or amber versions with single filament bulbs. For catalogs or dealer info call Custom Chrome: (800) 729-3332.

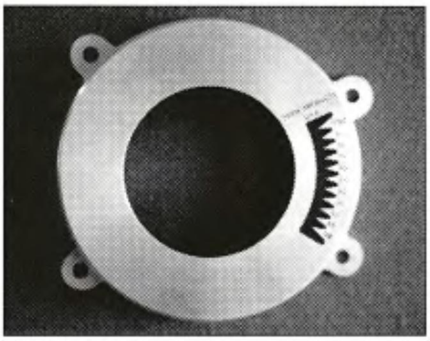
Gary Bang's New Catalog

I've know Gary for decades. He owned a shop in the San Fernando Valley for years and worked his way up the broken biker ladder. He's a man of his own style. What I'm gettin' at is that the last time I talked to him, he was knee deep in his new catalog. Historically, his product line has been devoted to the classic Harleys, including shovels, pans and knucks. Give him a call and see if you can't get ahold of one. He's also been nominated for the 1993 Motorcycle Hall of Fame. See, I told you he wasn't all bad. (818) 341-8474.



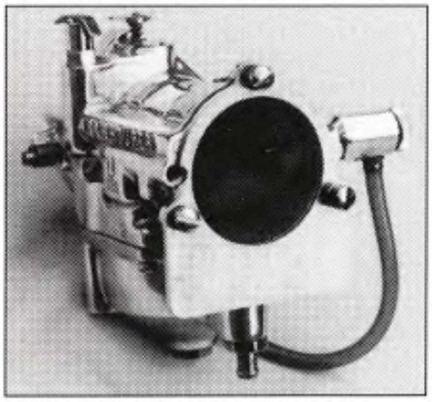
Alternator For Generator Models

Here's the hottest thing I've run across for early models in some time. It's an alternator that bolts into the generator hole. It weighs 2.5 pounds and kicks ass on the old generator. They even ship it with a solid state regulator. For more insight call Allen at (916) 991-1999. Or write: S.F. Manufacturing, 3550 Chelsea Rd., Cameron Park, CA 95862.



Timing Tool

This is new for the bros who want more accurate timing. This 6061 T6 aluminum alternator cover permanently mounts over the alternator and allows precise timing from TDC to 50 degrees advanced. Call Tech Products at (800) 232-3901 for the nitty gritty.



Zipper's Racing Carb Support

Drag bikes shake like crystal in an earthquake. Engine vibrations can wreak havoc on carburetion. So Zipper's come up with this CNC-machined carb support. It's designed for the S&S D series carb and won't interfere with mounting either a velocity stack or an air filter. Keep it in mind for the hard-running street bike too. For the straight skinny call Dan Fitzmaurice at (410) 799-8989. ⊙

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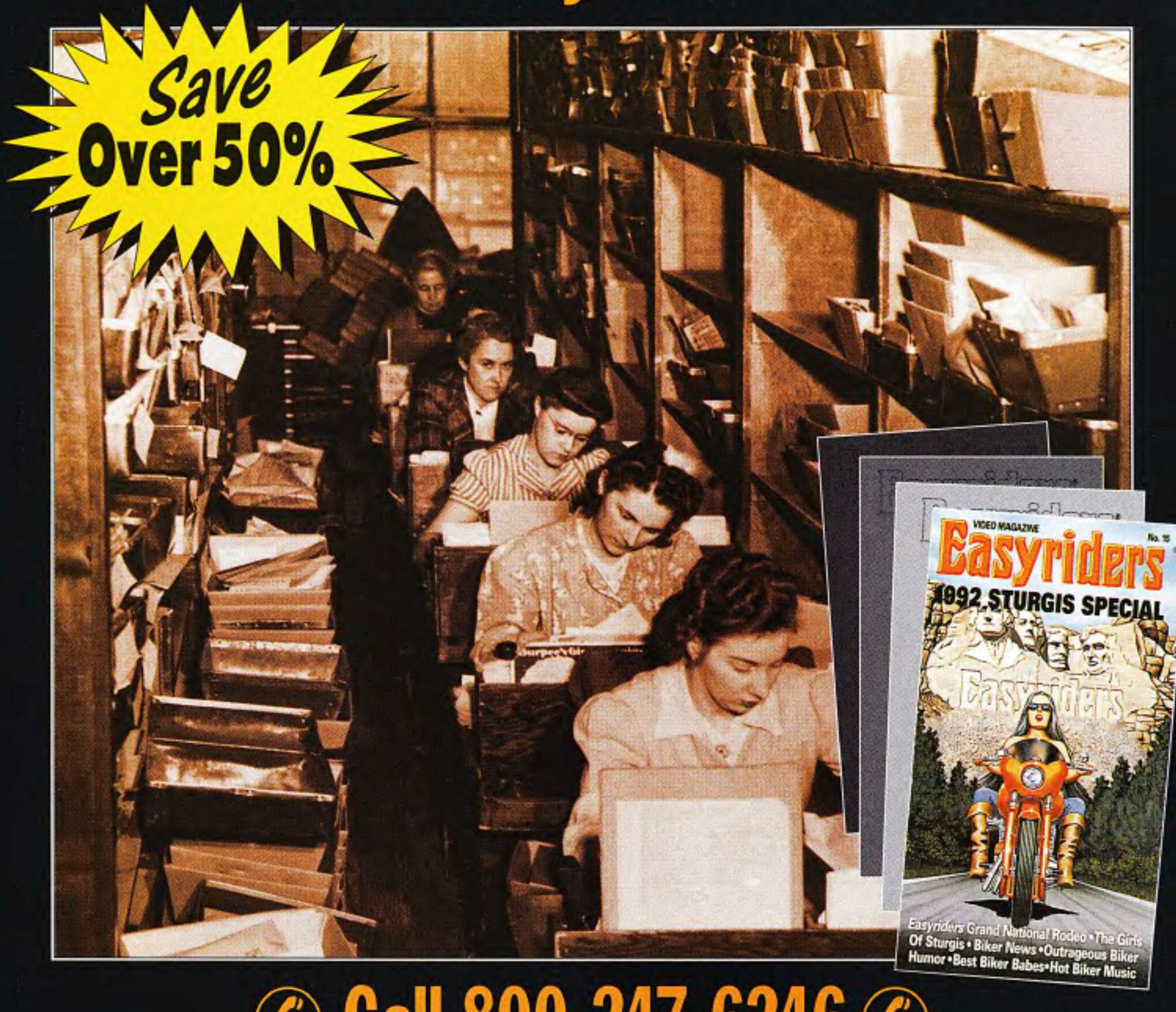

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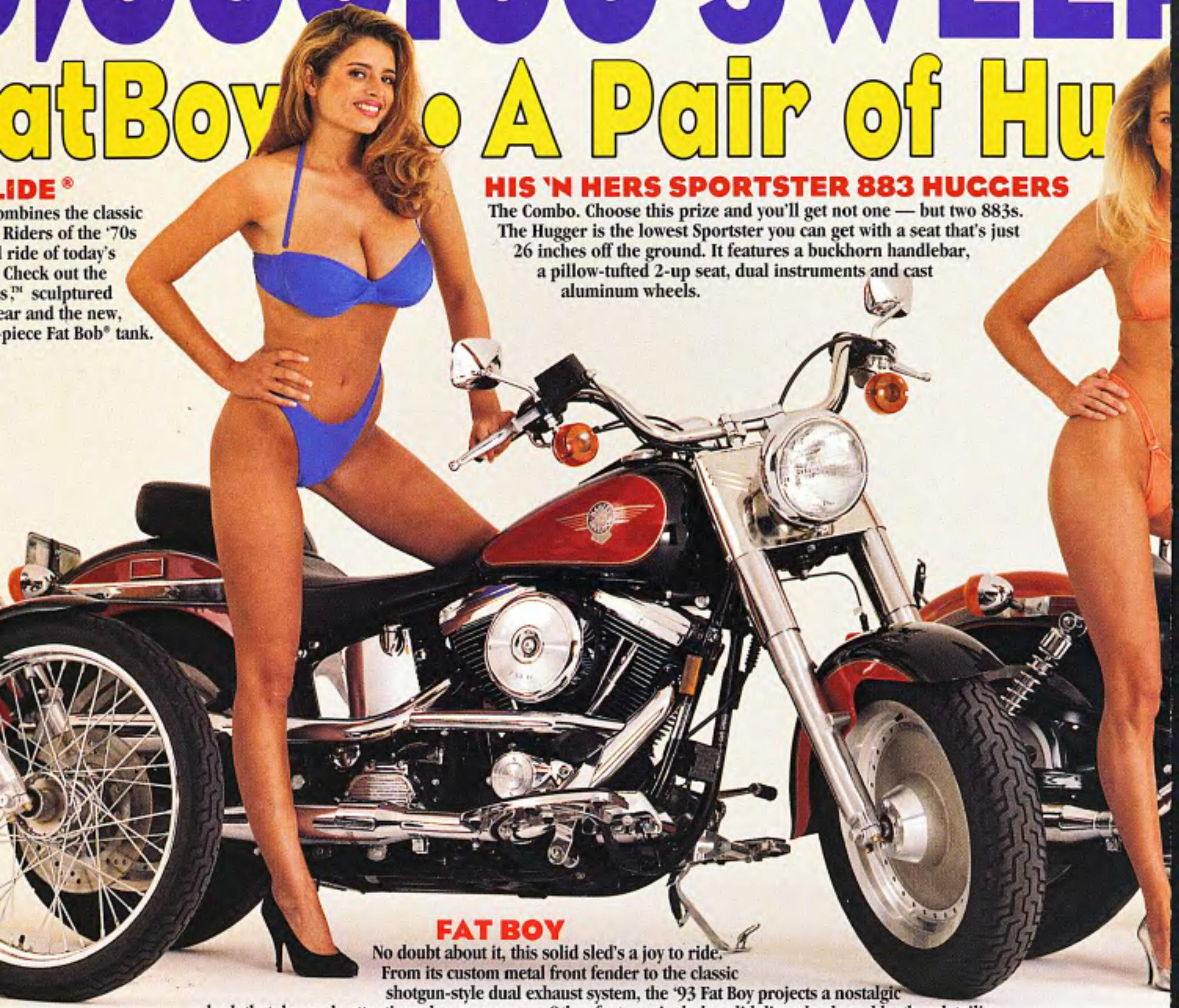

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No doubt about it, this solid sled's a joy to ride. From its custom metal front fender to the classic shotgun-style dual exhaust system, the '93 Fat Boy projects a nostalgic look that demands attention wherever you go. Other features include solid disc wheels and leather detailing.

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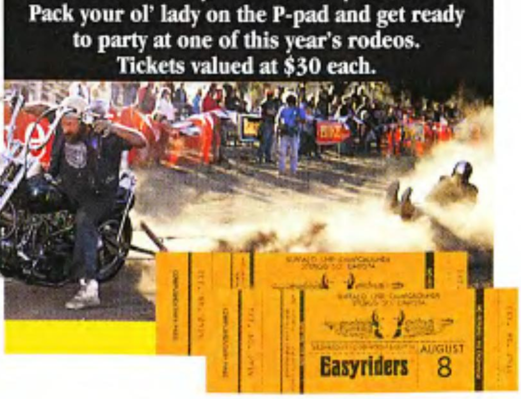

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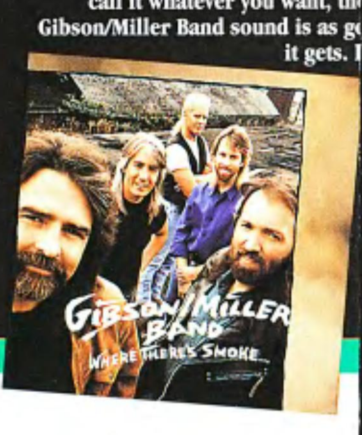

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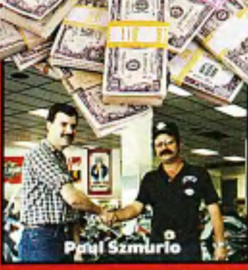

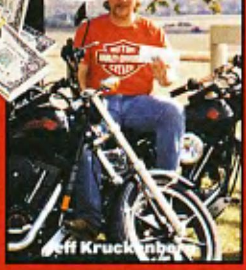

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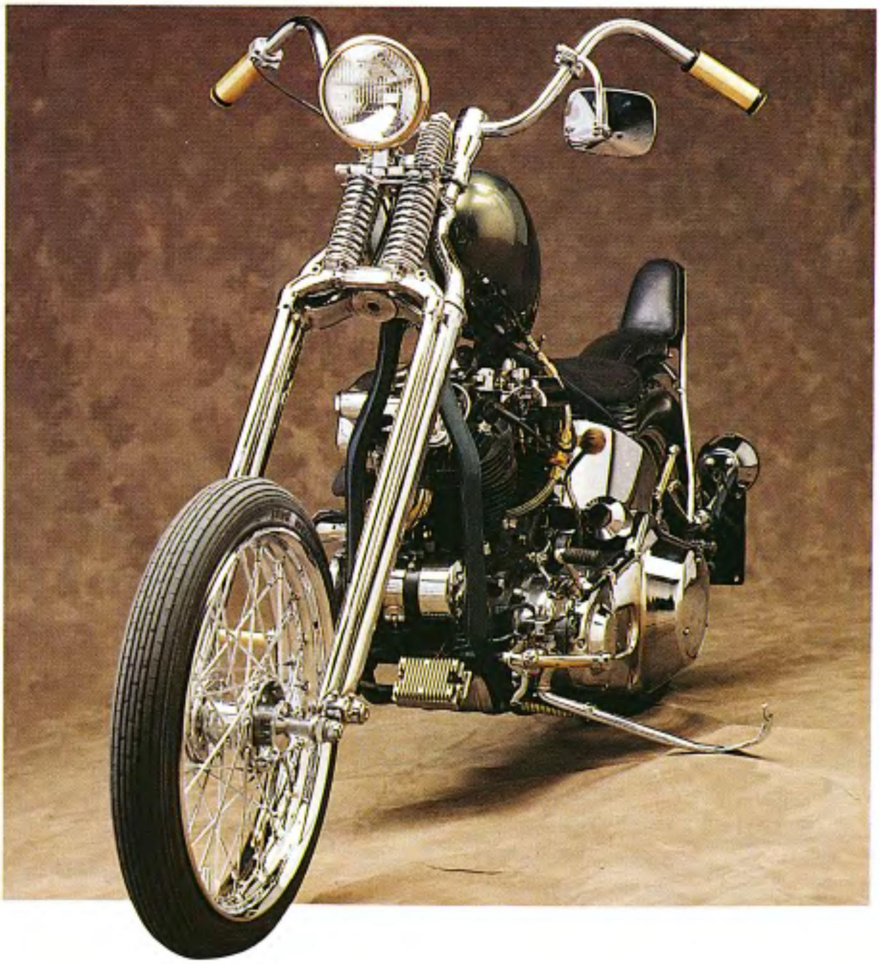
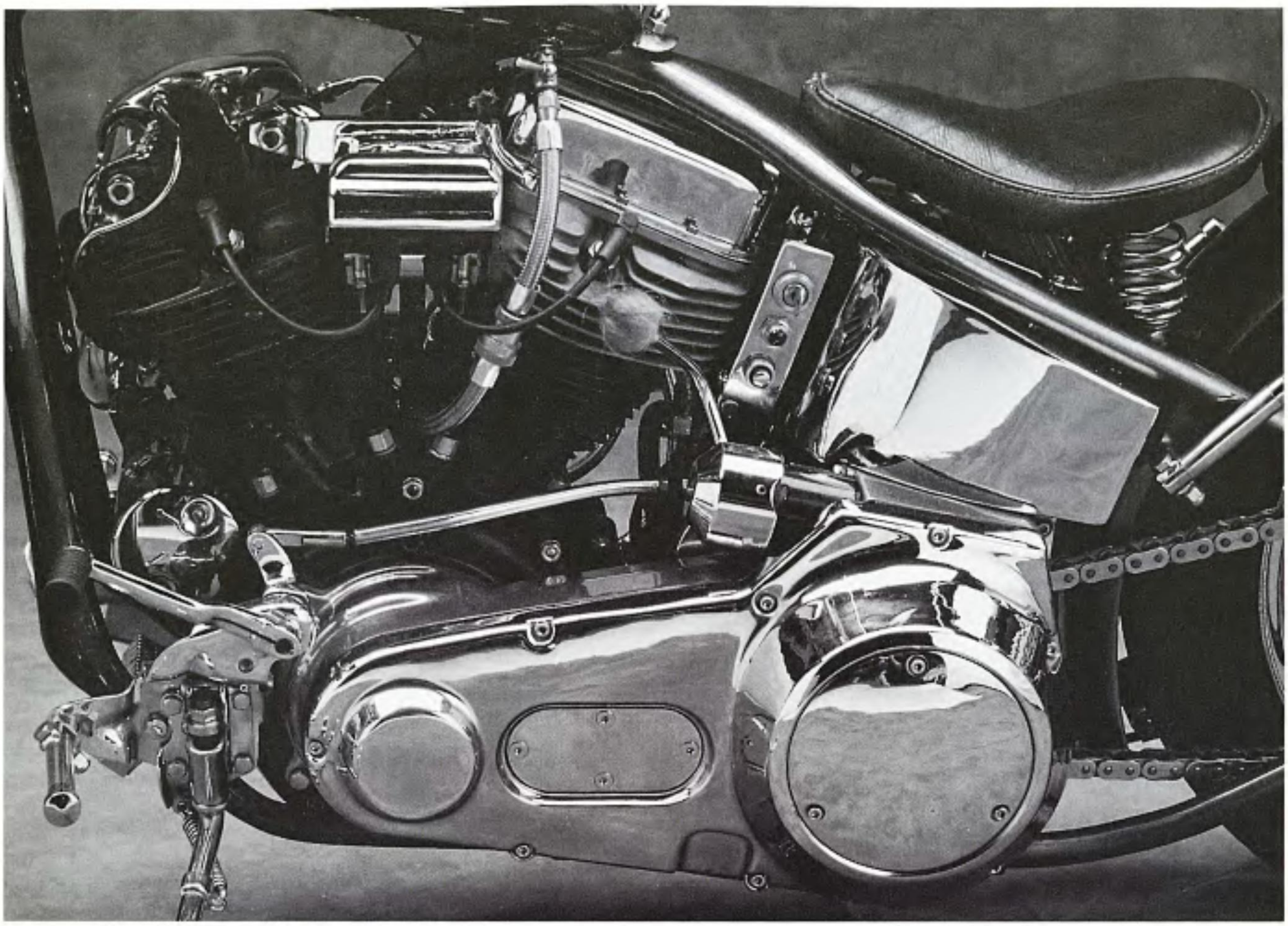
Pop the top on a Rolling Rock or slug down an Iron City beer, 'cause we're about to go ballistic. Go ahead, get yer blood warmed up, your temples tensed, and yer jaw stretched tight, then hollar at the top of your lungs, "Yoy, yoy, and double yoy!" Now you'll be on a par with one of the nation's most exuberant sportscasters, Myron Cope, the "commentator" for the NFL's Pittsburgh Steelers.

This guy is dangling on a thin limb—way out there. To say he's just a "commentator" would be to say that the Buffalo Bills merely had an "off day" when they got their asses kicked by the Dallas Cowboys in this year's Super Bowl.

So we called on the "yinzers," (a 'Burgh thing, you wouldn't understand) and were rewarded with Beth, the soft blonde Fox from the Steel City you see pumpin' gas into this one-of-a-kind shovelpanknuckle. You heard right. We'll get to it.

But in all fairness to Beth, she couldn't give a rat's ass, which Pittsburgh team won last night,





much less who won the Stupor Bowl. But she *could* tell ya what hotel The Scorpions or the Deaf Dread Boys are staying at, and she does reflect the best of a city goin' through bad times.

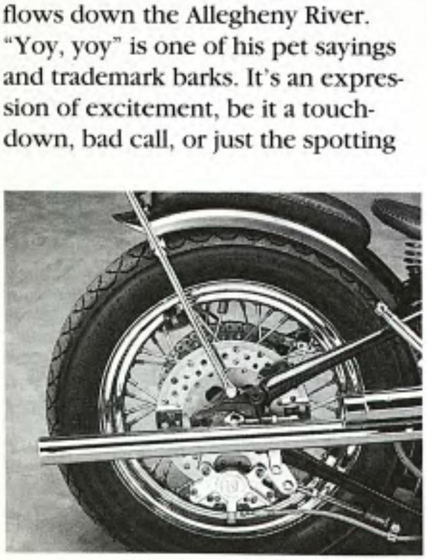
We brought up Myron (pronounced *My-Ron)* because he's been a living legend in the Pittsburgh area for many decades, and is a great barometer of all the sludge that flows down the Allegheny River. "Yoy, yoy" is one of his pet sayings and trademark barks. It's an expression of excitement, be it a touchdown, bad call, or just the spotting of a fine piece of ass.

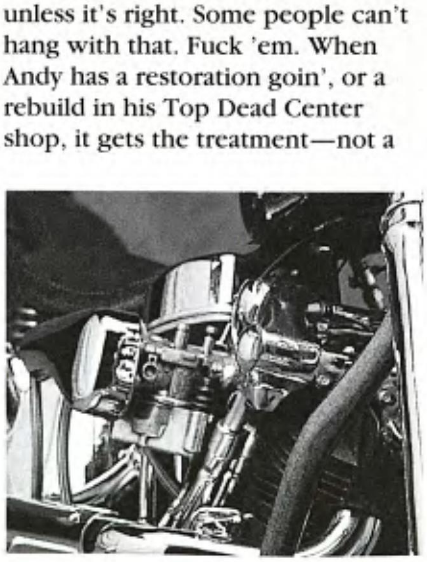
For us, "yoy, yoy," was the perfect way to describe this unique scooter belonging to Andy of Oxnard, California.

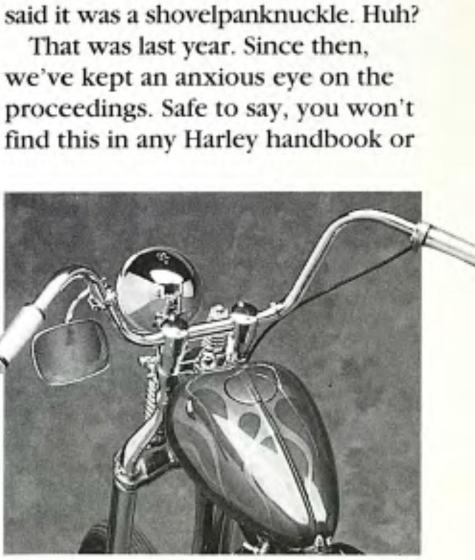
Andy's the quiet, knowledgeable type. Specializing in knucks, he has a reputation among the people who know best. Over the years he's gained our respect for his commitment to excellence. He won't do it unless it's right. Some people can't hang with that. Fuck 'em. When Andy has a restoration goin', or a rebuild in his Top Dead Center shop, it gets the treatment—not a compromising rush job.

Like most shop owners/bike builders Andy spends his days hoppin' through his A-hole tryin' to keep up with the phones, parts, and customers in his dusty shop in a heavy neighborhood in Oxnard. So a year ago, it was surprising to hear him saying over the phone that he had a project for himself goin' down that we might want to look at. He said it was a shovelpanknuckle. Huh?

That was last year. Since then, we've kept an anxious eye on the proceedings. Safe to say, you won't find this in any Harley handbook or







manual. It existed only in Andy's head, and that's a tough one to crack. But in the summer of '92 he began to spill the beans when he mocked up a motor from cases and heads that were doin' nothin' on a shelf and miscellaneous parts he had lying around his shop.

"Let's see, we've got that knuckle that's been here forever, a half a pan, a third of a shovel. Whatdahell, I'll put 'em all together and see what happens. I can relocate the head bolts, and lifters for pan barrels and make it happen."

"It" turned into a shovelpanknuckle. Got that? Andy's classic is further adorned with a suicide shifter to keep that chopper look he prefers, topped off with a bull's ball shifter knob for a better grip. It also has an electric starter for ease.

Like the lady yer oglin', this bike is nitro groovy (Beth's righteous term). Check 'em out.

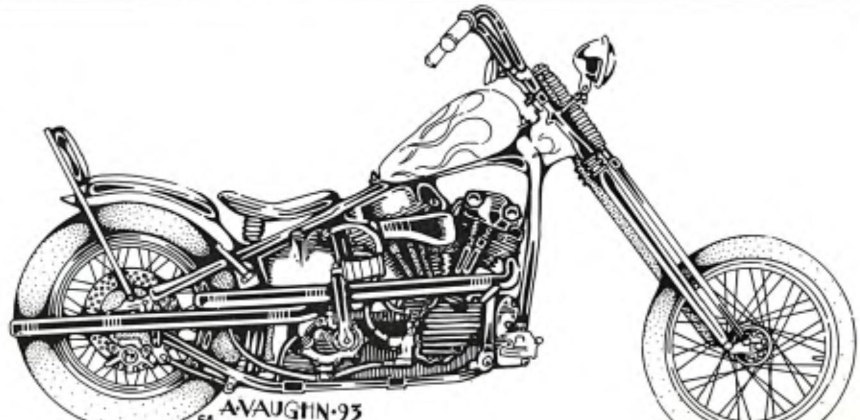
—Buster

Thanks to Damon's M/C shop for use of the gas pump. Wardrobe courtesy of Malibu Sew &So, Malibu, Calif.

Owner(s): Andy Iannacone	**City:** Oxnard, California	
General	**Frame**	
Fabrication by: owner, Top Dead Center	Year: 1948	
Year and make: 1937-'65-'71-'90 H-D	Builder: Harley-Davidson	
Model: shovelpanknuckle	Type: wishbone	
Value: $25,000	Rake: some	
Assembly by: owner	Stretch: none	
Time: six months	Other alterations: molding	
Chroming by: R&D Chrome and Polishing	**Accessories**	
Engine	Bars: buckhorn	
Year: 1937-'71	Risers: aftermarket	
Model: shovelpanknuckle	Fender(s): Triumph, cut down	
Rebuilder: owner, Top Dead Center	Headlight: Bates	
Ignition: points	Taillight: 1920s truck	
Displacement: 74 cubic inches	Speedo: none	
Lower end: shovelhead	Front pegs: Jeff Yates	
Balancing: yes, Top Dead Center	Rear pegs: Jeff Yates	
Pistons: .030 over	Electrics: 12-volt, electric start	
Cases: left '71, right '37	Gas tank: chopper-style peanut	
Heads: rear '65 pan, front '37 knuckle	Oil tank: electric start wraparound	
Cam: Leineweber, one-off pan/knuck	Oil system: panhead oil pump	
Lifters: solid	Primary cover: aluminum	
Carb(s): Bendix	Seat: owner, Classic Upholstery	
Air cleaner: Paughco	Sissybar: owner	
Pipes: custom, owner	Height: 18 inches	
Muffler(s): none	Material: round, Int'l Harvester wrench	
Transmission	**Forks**	
Modifications: none	Type: springer	
Year: late model, 1970s	Extension: 10 over	
Shifting: suicide	Builder: H-D	
Engine sprocket: 23-tooth	Special features: lots, chromed	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 47-tooth	**Front**	**Rear**
Painting	Size: 18-inch	Size: 16-inch
Molding: owner	Hub: H-D star	Hub: late-model
Painter: owner	Rim width: 3.5-inch	Rim width: 5-inch
Color: '66 Chevy Turquoise	Tire: Avon	Tire: Metzeler
Type: lacquer, clear enamel	Brake: none	Brake: P.M. disc
Special paint: gold pearl flames		

Other special modifications: bike came from spare parts lying around Top Dead Center, Oxnard, Calif. Thanks to Bob and Marge Innocenti, Jeff Yates, Jerry Crocker, Johnny Routh, Scooter Stuff, and Jim's Machining.

Photos: Silvermoon



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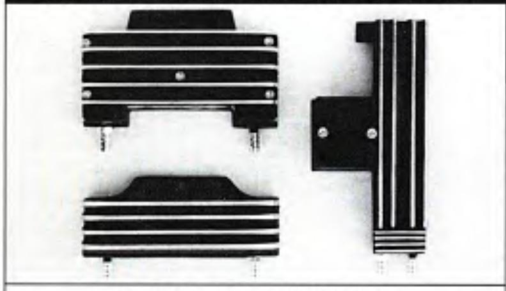

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5-speeds W/ Dyna Glide frame 11.1"

Our 79 & later Sportster shocks, & 5-speed shocks shown at right, **(A.B.C.D.)** are heavy duty, rebuildable, multivalve shocks, W/1/2' dia. shafts. Our **PT #3300 11" (picture E)** is a stock performance short shock with good chrome. Stock & custom lengths are available. Other shocks not shown look like stock, are all chrome & have adjustable spring tension.
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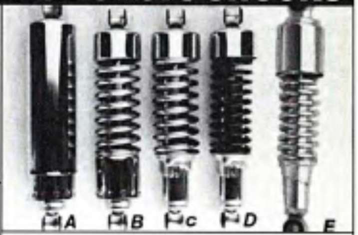
11"	E	3300	$129.00
10.5", 10.76" 11.1" 11.5" 11.7"	C	3311	$164.00
SAME AS ABOVE	D	3310	$149.00
SAME AS ABOVE	B	3333	$185.00
11.1", 11.5", 11.7",	A	3322	$224.00

Below fits FX, FXE, FLH, W/square swing arm lowers bike 1.6"

LENGTH	STYLE	PT#	PRICE
11.1"	Exp. chr. Spring	2211	$159.00
11.1"	Full chr. Covers	2222	$184.00



Below fits 1952-1978 Sportsters

LENGTH	STYLE	PT#	PRICE
13.4" (Lowers bike 1.6")	Exp chr. Spring	1111	$164.00
13.4 (lowers bike 1.6")	W/full chr. covers	1122	$184.00

Below fits 1958-1972 FL. FLH W/round swing arm lowers bike 1.5"
Dyna Glide, Lowers 2 1/4"

LENGTH	STYLE	PT#	PRICE
12.8"	Exp. chr. spring	4411	$164.00
12.8	full chrome covers	4422	$189.00

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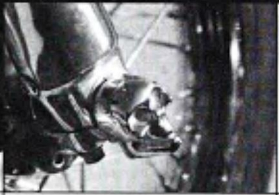

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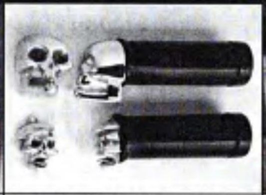

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or
B. Part #1021 (bottom picture) **$29.95** pair
Polished Aluminum

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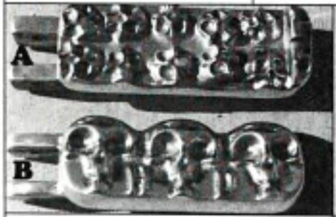

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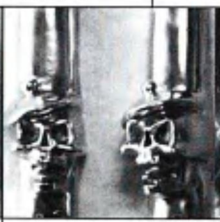

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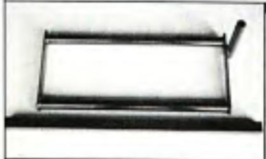

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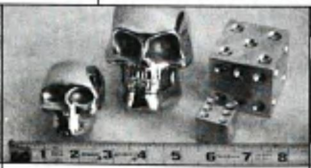

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Part #1028 Price $49.00 ea. **Small Skull** Part #0020 Alum. Price **$29.95 ea**, Part #0026 Brass Price **$29.95 ea. 1" Dice** Part #1711 Price **$11.95 ea. 2" Dice** Part #0711 Price **$24.95 ea.**
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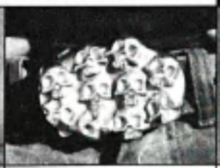

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FLYIN' FREE

BEVERLY SONNIER

West Monroe, Louisiana

Beverly may not hold a degree from a fancy university, but she has graduated with honors from the school of life. She's been through a lot in her 49 years on this planet, including the raising of two children, a handful of Harleys, a disabling motorcycle accident, 150,000 miles (on one bike), and about 35 states. Each of these milestones has taught her an important lesson, but it was her accident that taught her the meaning of life.

In May of 1984, Beverly Sonnier was riding her beloved '78 FXE down a two-lane highway when a woman made a left-hand turn in front of her that sent Beverly off the road and into a ditch. The woman was turning left into a driveway and simply "didn't see" Beverly. She was very concerned, though—concerned about how long the accident report would take, that is. As Beverly lay bleeding on the side of the road, the woman complained to police that she was going to be late for work.

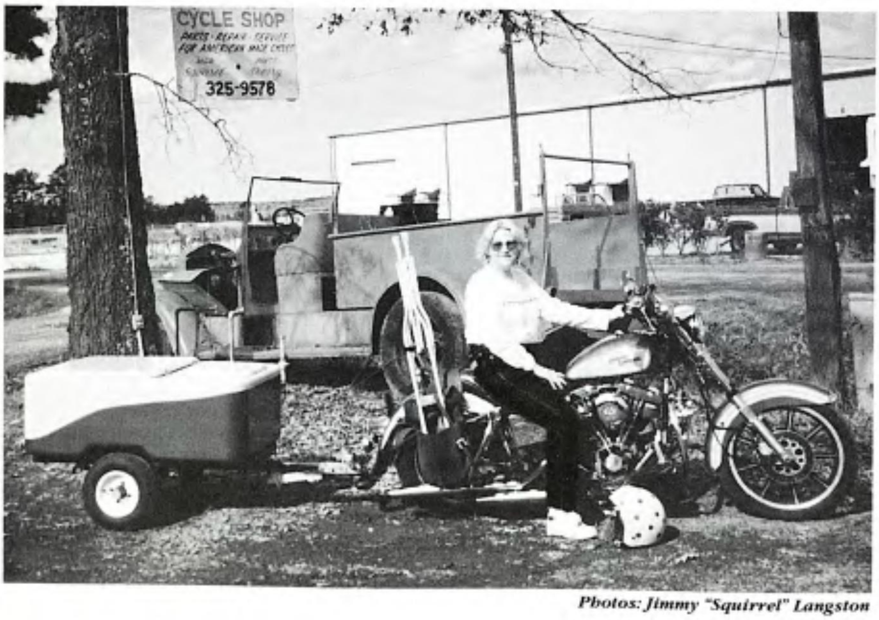
The accident left Beverly hospitalized and unable to walk. Her injuries were so serious that her doctors wanted to amputate her leg immediately, but Beverly refused. She held out through 10 surgeries and over a year of debilitating pain before she finally let them amputate her left leg below the knee.

Two years after the surgery, Beverly was back in the saddle. This amazing feat was possible because of her incredible strength of character and the support of a true "family" of friends. From Hardy Wilson, who sat with her every day while she was in the hospital, to her "sister" Suzanne Mosley, who provided emotional encouragement, to her children and five grandchildren, to the biker population of West Monroe, who held a benefit to raise money for her artificial leg, Beverly was surrounded by people who cared about her. The lady who hit her, on the other hand, who, incidentally, walked away with only a ticket, never even visited her at the hospital.

As you can see by the photos, when Beverly got back in the pilot's seat, she straddled her favorite bike. Her shovelhead had its share of operations, too—to the tune of $3,000—but they both healed quickly and were eager to get back in the wind. Because of her artificial leg, the bike has some modifications, including special footboards and a heel-toe shifter, but Beverly is proud of the fact that she is still able to ride a two-wheeler. She's equally proud of her ability to ride pulling her trailer, which was built (along with the footboards) by Bill and Lynda McCrea—at no charge. Why the trailer? Because, as the speedo on her wall attests, Beverly loves to travel, and the trailer holds her tent and camping gear.

"You don't have to quit riding just because you get older or have a disability, " she says. "You just have to change the way you approach it." And in Beverly's case, the way you approach life is from the seat of a Harley. "There is no better way to see this beautiful country of ours than on a Harley," she emphasizes. She and her friends plan month-long road trips every other year, and this year they are heading west, with stops in Sturgis, Northern California, Oregon, and Washington.

So what is the meaning of life that Beverly learned? It's the simple truth that the only limitations in life are the ones we put on ourselves. —Two Step



Photos: Jimmy "Squirrel" Langston

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Seattle International Trade Center

'93

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Columbus, Ohio
February 19, 20, 21
Veterans Memorial

Middletown, New York
April 16, 17, 18
Orange County Fairgrounds

Waco, Texas
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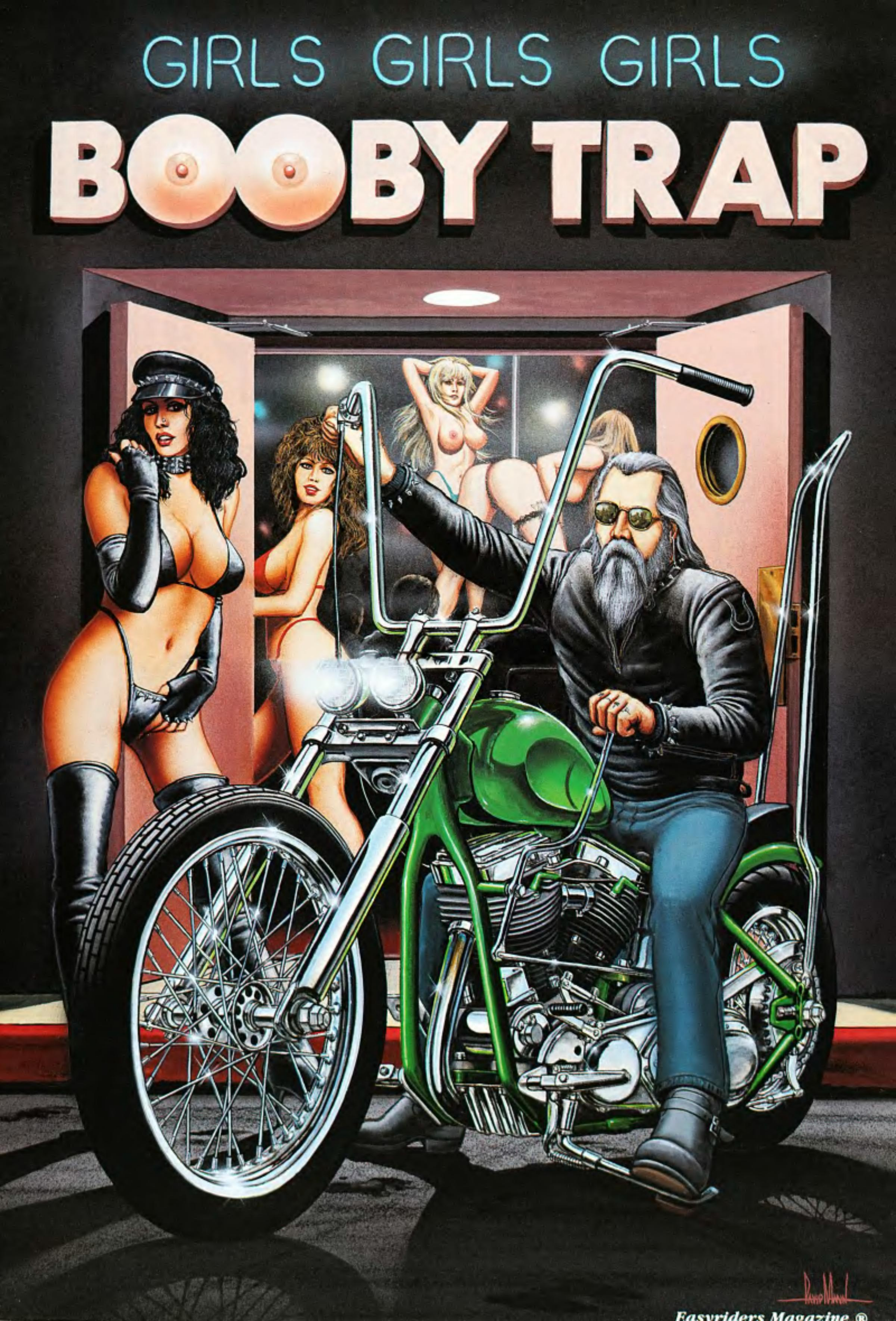
GIRLS GIRLS GIRLS
BOOBY TRAP
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IN THE WIND

—Tim Gramolini, Malden, Mass.

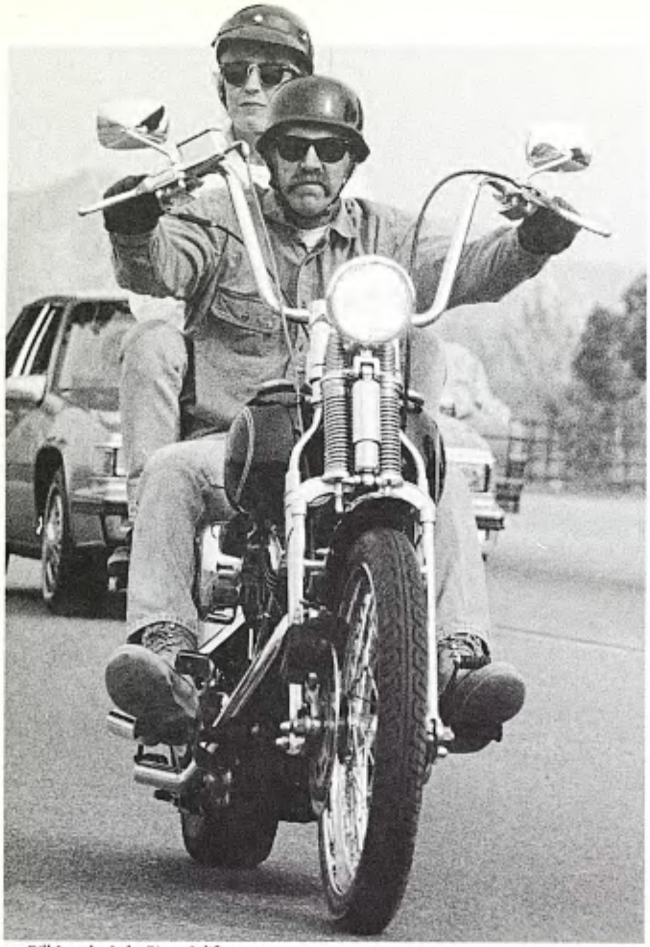
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full-page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Laura, Muskego, Wis.

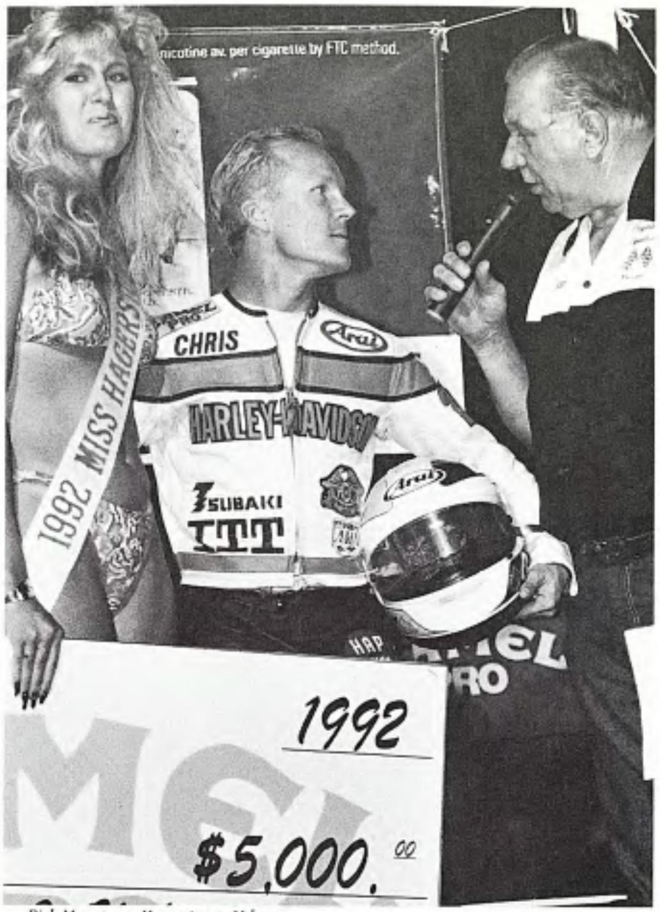
—Road Hog, Slap-Out, Ala.

—Rick Woods, Port Richey, Fla.

—Ghost Rider, Wallkill, N.Y.



—Bill Lundy, Lake Piru, Calif.



—Rick Menapace, Hagerstown, Md.

—Char Clark, Billings, Mont.

—Blue Bike Mike, On the road

—John Lewis, Flint, Mich.

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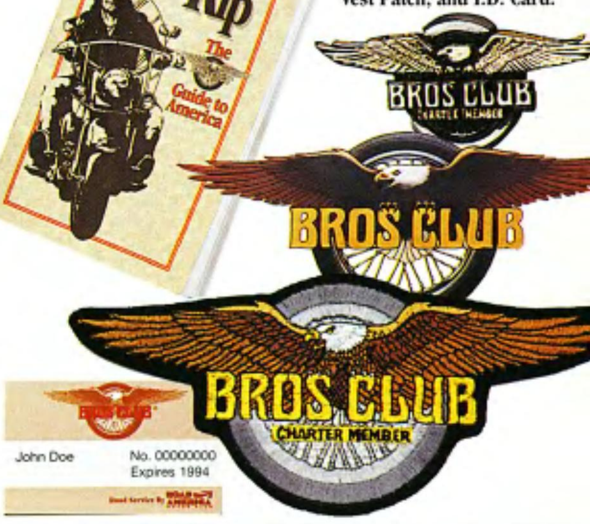

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CARVED CUSTOM

Shaved Down To Look Tough

EASYRIDERS

EASYRIDERS

This may look like a one-of-a-kind motorcycle because of its extensive fabrication and machine work. But it isn't. Actually, it's the first of 20 that will be built by L'il John Butera this year.

There are no Japanese parts in the chassis, and the only foreign pieces are the front fork legs (except the built-in brakes) from Holland, the speedometer from Germany, tires from England, and rims from Spain. Believe me, I checked the works, and that's it.

The next detail I noticed was the amount of tooling required to keep tight tolerances on all the parts produced. This ensures that replacement parts will bolt on easily.

The material selection was kept simple: 4130 chrome-moly steel and 2024 aluminum. Nothing but the best.

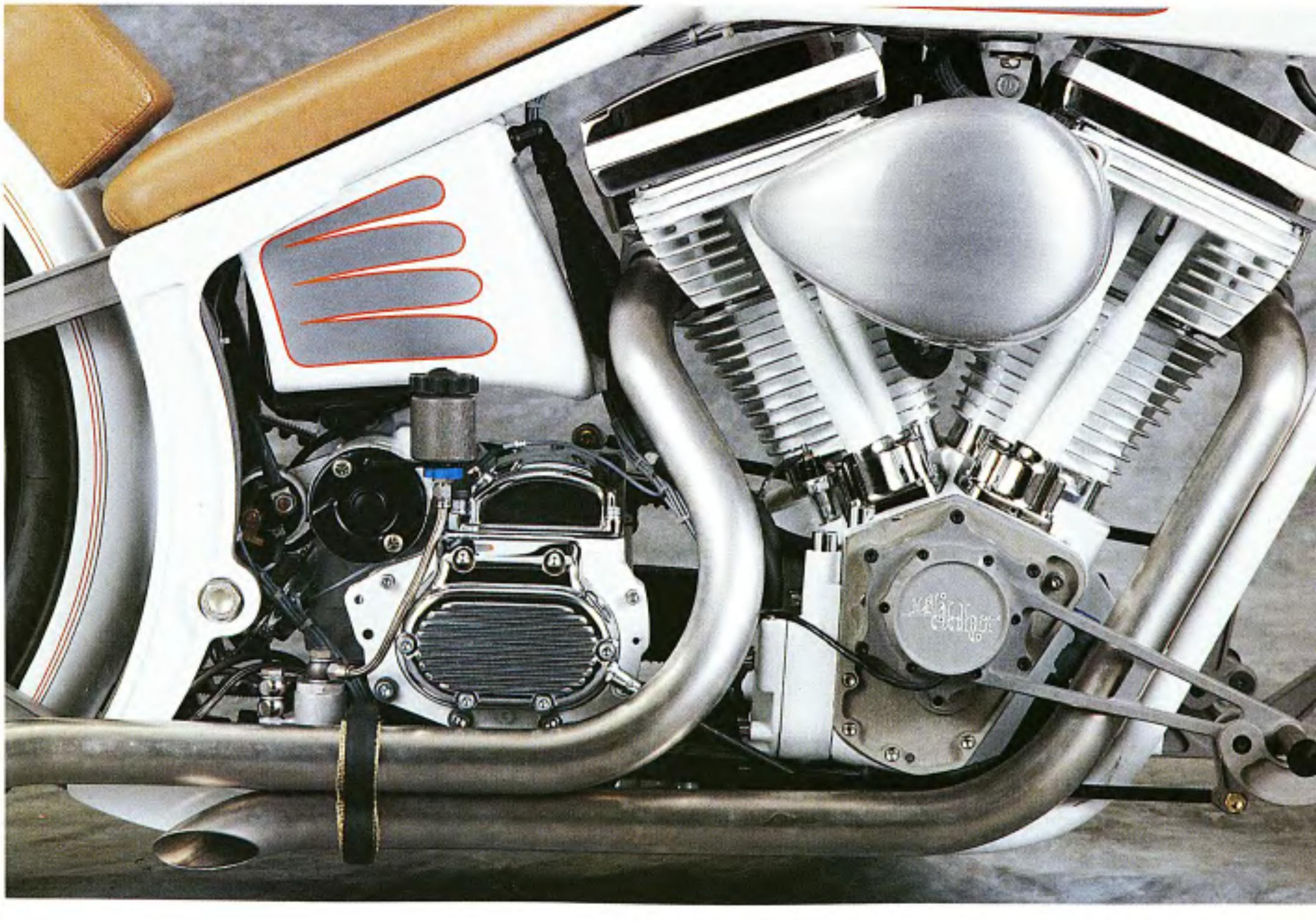
The next thing that caught this gearhead's attention was the primary drive setup, which was built by Steve Leach of RCD and Mac Tilton Engineering. (Tilton built the clutch for the Land Speed Record breaking *Easyriders* Streamliner. RCD built its starter.) The 2-inch, 8mm drive has a compensator pulley on the engine and the clutch is typical, bulletproof Tilton.

The braking system was engineered by Strange Engineering for the best possible power balance. The two-stage, foot brake master cylinder not only operates the rear brake, but it also controls the right front caliper, via a proportioning valve that is adjustable for rider weight and other conditions. The left front caliper is controlled by a hidden master cylinder and applied by a clean and simple cable. All three stainless rotors

are the floating mount type, so heat expansion won't warp them. To eliminate unsightly plumbing, the rear caliper is fed fluid through a gun barrel-like passage drilled in the solid aluminum billet swingarm.

The rear axle and adjusters have been cleaned up. The axle is permanently aligned (no adjusters) and belt adjustment is made by hidden slides on the engine and transmission mounts. No seat post needed.

The transmission bearing plate

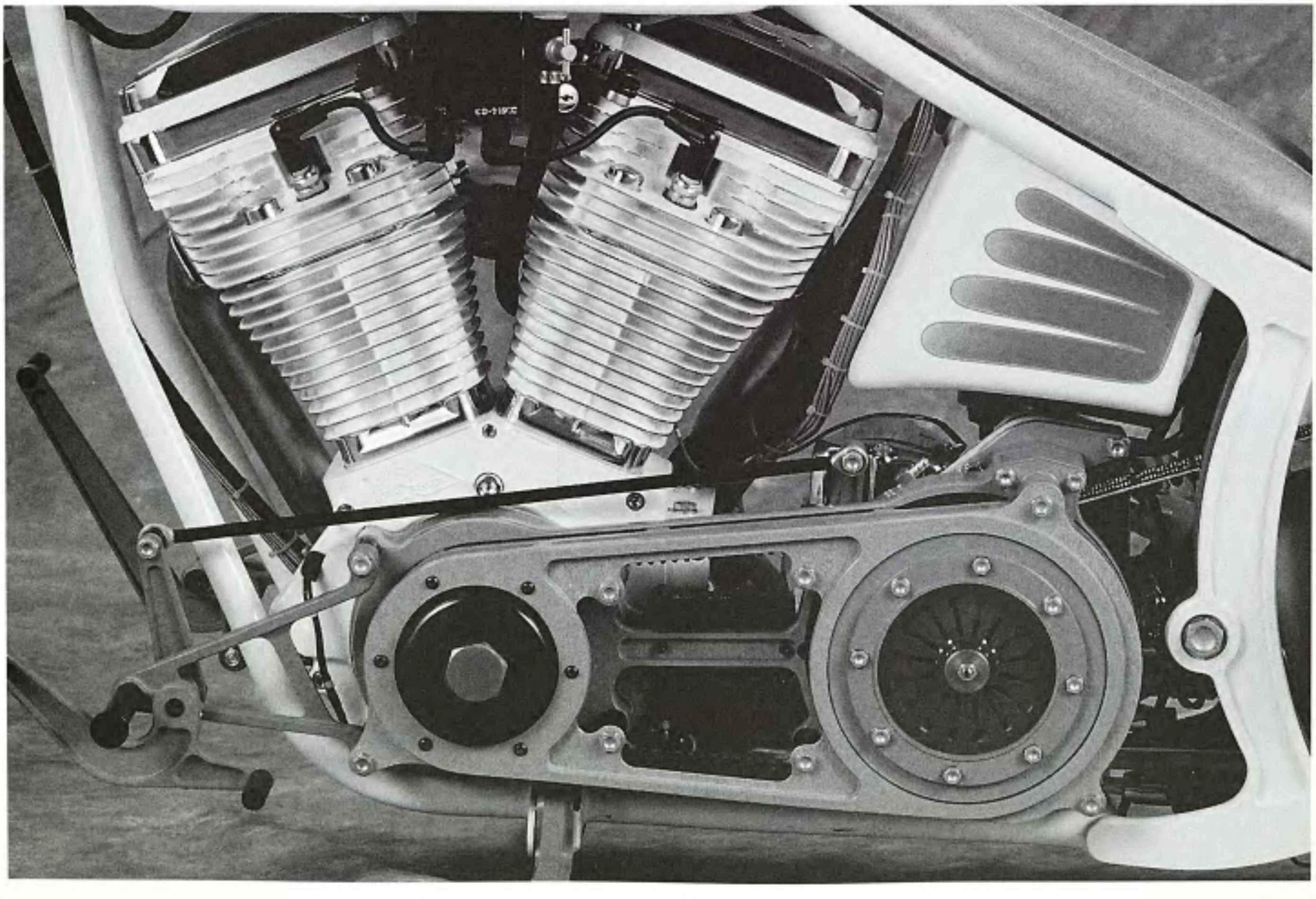


end cover received major attention, to improve strength and appearance and move the clutch cable for a straighter pull and better ground clearance.

The sheet metal work is also flawless. The tanks and fenders were hand-formed individually by Steve Davis. As with everything else, Steve has fixtures to keep tolerances close.

You say you don't like speedometer cables hanging out? Well, L'il John doesn't either. He installed a VDO electronic speedo that counts turns on the transmission pulley. Slick, huh?

Now, if you don't know who these guys are, just think about nitro, fiberglass, and wild rides on four wheels. Are you still confused? Okay, think funny cars. Got it now? Just like the cars these guys have built and worked on, every piece of this motorcycle has been machined. No parts catalogs for these guys.



Even the air filter got the treatment. To begin with, the S&S cleaner was sticking out too far. So Li'l John made one that doesn't get in the way. It also turned out to be a good place to hide the horn.

By the way, all that gray "paint" you see ain't paint. It's a militarily specified anodizing agent made to stop corrosion and make for easy cleaning. Yes, it does come in other colors.

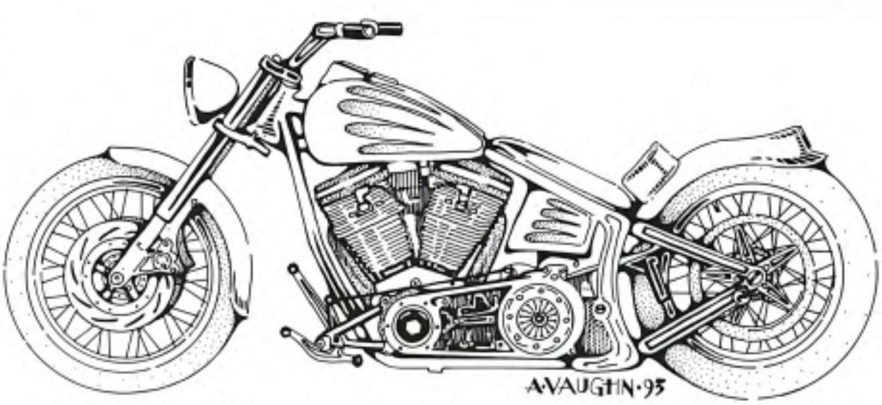
Other items of interest on this bike include: a hidden neck stem, a custom throttle handle, brake and clutch levers, a top engine mount, a lower engine mount, a transmission mounting plate, fender mounts, a primary cover, footpegs, and a cam cover.

L'il John would like to extend a special thanks to Rocky De Castilla and Bob Taylor at Bob Taylor Motors, (714) 844-5522, for their assistance with engine and tranny work.

Billet aluminum and CNC machines have replaced torches and round stock for customizers like L'il John.

—Salt Slinger

Owner(s): Ron Craft	**City:** San Antonio, Texas	
General	**Frame**	
Fabrication by: Li'l John Buttera/Steve Davis	Year: 1992	
Year and make: 1993 H-D	Builder: Li'l John	
Model: Evo-powered custom	Type: Softail	
Value: Still figurin'	Rake 1.5 inches-plus	
Assembly by: Li'l John Buttera	Stretch: none	
Time: three months	Other alterations: everything	
Chroming by: none	**Accessories**	
Engine	Bars: Li'l John	
Year: 1992	Risers: Li'l John	
Model: Evo	Fender(s): Steve Davis	
Rebuilder: K-T Cycle	Headlight: Steve Davis	
Ignition: Crane	Taillight: Steve Davis	
Displacement: 80 cubic inches	Speedo: VDO Electric	
Lower end: H-D	Front pegs: Li'l John	
Balancing: K-T	Rear pegs: none	
Pistons: H-D	Electrics: Dave Stone, 12 volt	
Cases: Delkron	Gas tank: Steve Davis	
Heads: H-D	Oil tank: Steve Davis	
Cam: H-D	Oil system: stock	
Lifters: hydraulic	Primary cover: Li'l John	
Carb(s): S&S	Seat: Vic Kitchens	
Air cleaner: Davis	Sissybar: none	
Pipes: Li'l John	Height: n/a	
Muffler(s): baffles	Material: n/a	
Transmission	**Forks**	
Modifications: Lots of 'em	Type: narrow glide	
Year: 1989	Extension: none	
Shifting: foot	Builder: White Bros.	
Engine sprocket: 47-tooth	Special features: built-in calipers	
Trans sprocket: 32-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 18-inch
Molding: 40T Rod's by Boyd	Hub: Kosman	Hub: Kosman
Painter: Greg Morell	Rim width: 2.1-inch	Rim width: 4.25-inch
Color: white/clear	Tire: Avon	Tire: Avon
Type: acrylic	Brake: Strange	Brake: Strange
Special paint: military spec. anodizing		
Other special modifications: RCD/Tilton primary drive/clutch; Strange engine, two- stage foot brake. Billet aluminum swingarm, controls, pegs, mounts, etc.		
Photos: Raiko Hartman		



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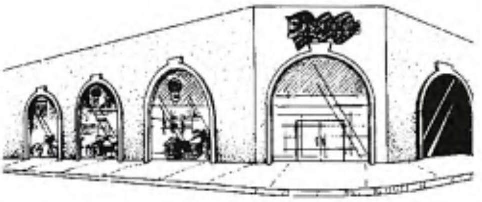

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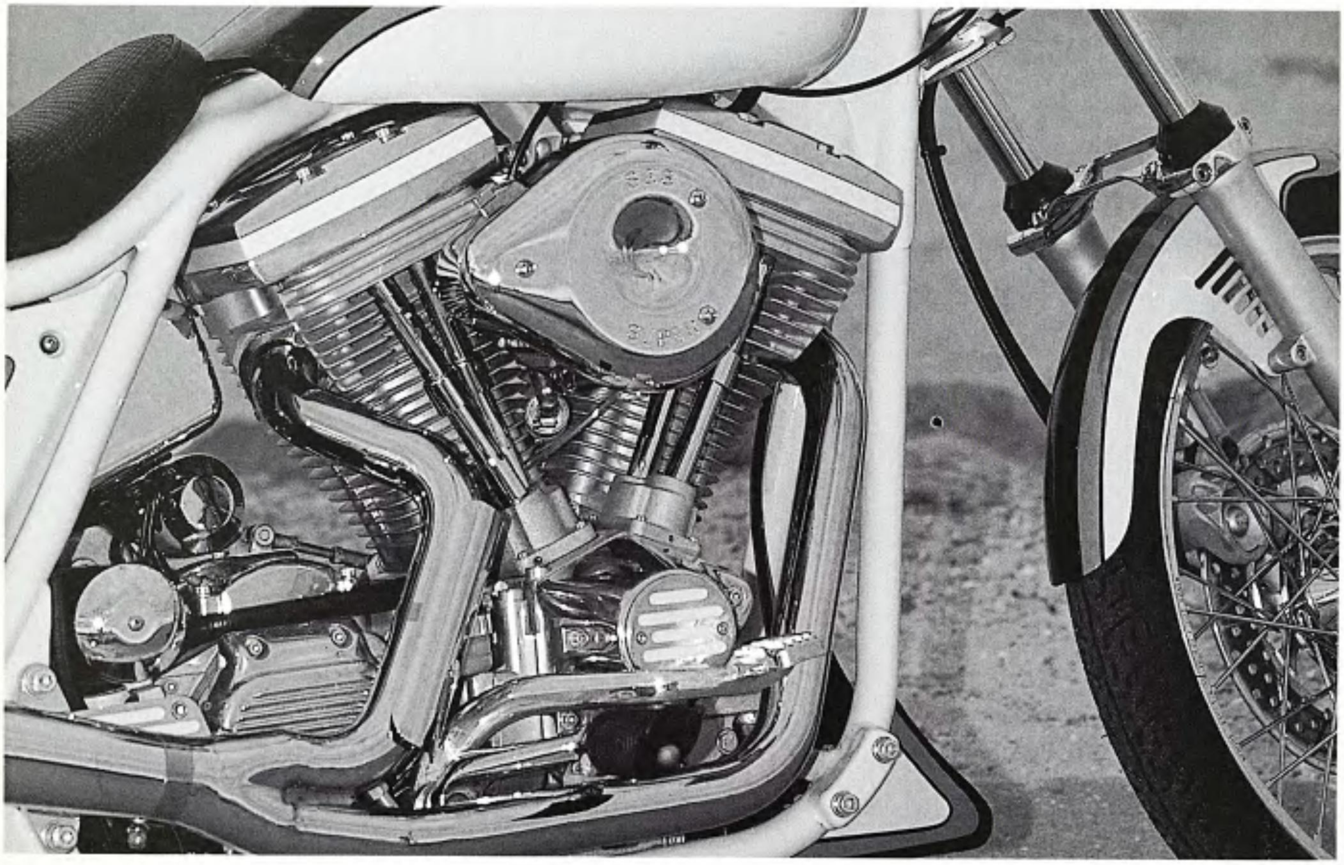

Graham Longley, Adelaide, Australia

1987 Harley-Davidson FXR

What prompted Graham Longley, after building his rigid "Legacy," to turn full circle and construct this custom FXR he calls "Yella Feva"?

"It was probably after a ride on a friend's rubber glide," says Graham. "I liked it a lot. My aim was to build something different from 'Legacy,' and to move away from the direction others were heading in with similar base materials."

He also wanted to be more involved in the construction of this machine, which meant he was going to take on all the dirty work—the molding, polishing, and painting—himself.

Dale Cavanagh of K&M H-D Motorcycles in Adelaide restored the frame and checked over the 80-cubic-inch powerplant—which he left stock except for a Crane 5 cam, Dale's 2-into-1 exhaust, and an S&S Shorty carb.

"A lot of the ideas were Dale's," says Graham. "There's hardly a thing on the bike that's been left untouched. Take the switchblocks. They were bead-blasted, then sprayed with an imported material called Bonnflon, which is an exterior, 7-coat application paint that's used to cure concrete cancer on buildings in Japan!"

This bike has won many awards, including Best Custom at Fink's Bike Show. But the greatest praise comes from its owner. "I love it," he says. "It goes fast, drops easily into corners, and sounds good, too." 'Nuff said.

—Taranak

General	**Forks**	
Fabrication by: owner/Dale Cavanagh	Type: narrow glide	
Year and make: '85/'87 H-D	Builder: Dale Cavanagh	
Model: FXR	Spec. features: shaved & painted,	
Chroming by: Stropolish	heavy-duty springs, alloy brackets	
Engine	**Accessories**	
Year and model: '87 Evo	Bars: 883 Sporty	
Rebuilder: Dale, K&M H-D	Lights: H-D	
Displacement: 80 cubic inches	Gas tank:cut, lead-wiped FXRT	
Transmission	Oil tank: stock	
Shifting: foot/5-speed	Seat: Bushranger, made in Adelaide	
Trans sprocket: 32-tooth	Other: Ness billet grips & mirrors	
Wheel sprocket: 70-tooth	**Wheels**	
Finish	**Front**	**Rear**
Color/type: Ampere yellow, red, black	Size: 21-inch	Size: 16-inch
Special paint: Custom Color	Tire: Pirelli	Tire: Metzeler
2-pac urethane	Brake: H-D	Brake: H-D
Frame	**Special features:** numerous handmade	
Year and builder: 1985 H-D	brackets and fittings. Thanks to Dale and	
Type: restored FXR	Dave at K&M H-D, Adelaide, Australia	
Alterations: molded	**Photos:** Taranak	

FOX HUNT

December Winner

Pop a Rolling Rock and pat yourselves on the back. You've picked a winner. Beth, a soft blonde from the Steel City, discovered there's truth in the adage that things are "better the second time around." This Pittsburgh princess got to wear the crown on her second Hunt attempt, and it was well worth the wait—for her and us.

Bountiful Beth, known to her friends around Squirrel Hill as Luna, likes her bikers big (her 275-plus-pound ol' man is proof of that). And that was fine with the Hog humpers 'round these parts. Beth came to town on the first sunny weekend Southern California had seen in nearly a month, and we were more than happy to give her a two-wheeled tour of the territory.

Check her out as she fills up Andy's shovelpanknuckle on page 59. —Loudmouth

A bartender offered me a ride. It turned me on, and he found out that bottles aren't the only things I suck.
Tammi Sue, California—#501

I've never been on a Harley ride—no one's ever offered me one. So I'm just gonna buy my own Hog!
C.J., Washington—#502

Growing up on the back of a Harley taught me to respect the power of the machine and trust in men.
Leigh Ann, Oklahoma—#503

My first ride was during Daytona Bike Week. A couple of my friends and I went riding with some bikers. It was great!
Tammy, Florida—#504

Cruising on a Harley in the heat of the night stimulates me. The leather, lace, and chrome are sweet addictions.
Ellen, Alberta, Canada—#505

The feel of the wind rushing through my hair and the vibration of the bike under my thighs gave me a one-of-a-kind high.
Lisa, New York—#506

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☐ KRYSTAL DREAM
☐ ASHLEY DUNN
☐ LEILANI
☐ ELENA
☐ ANGELA FAITH
☐ FLAME
☐ LINETTE GEYSER
☐ ROXY HART
☐ CANDACE HART
☐ JANELL HEIST
☐ BLONDE ICE
☐ JAQUAR
☐ LACTALLICA
☐ MELANIE LEE
☐ SELITA LOVE
☐ CRYSTAL LYNN
☐ HOLLY RYDER
☐ SABINA
☐ SHAKA
☐ SHARISE
☐ VERONICA VALDEZ
☐ LYN TARS
☐ TATIANA
☐ KEISHA
☐ PATRICIA KENNEDY
☐ KRISSTARAH KNIGHT
☐ NIKKI KNIGHTS
☐ ALI KRAMER
☐ NINA HARTLEY
☐ MONIQUE HALL
☐ CASSIE NOVA
☐ SCARLETT O.
☐ JESSICA PACHARD
☐ PARA-DICE
☐ JEANNIE PEPPER
☐ PATTY PLENTY
☐ TALIA RAE
☐ TISH AMBROSE
☐ BRIGETTE AIME
☐ ELISE
☐ LOIS AYRES
☐ KRISTARA BARRINGTON
☐ SUZI BARTLETT
☐ STACEY BELL
☐ BUFFY DAVIS
☐ NINA DE PONCA
☐ BECKY EASTON
☐ CARLA FERRARI
☐ JESSICA WILDE
☐ JEANNA FINE
☐ DALLAS ST. CLAIR
☐ YOYO
☐ ALEX STORM
☐ TIFFANY STORM
☐ SASHA STRANGE
☐ BRITTANY STRYKER
☐ KIRSTI ALLIN
☐ APRIL WEST
☐ HOLLY WHITE
☐ KYM WILDE
☐ LISA WILSON
☐ MANDI WINE
☐ K.C. WILLIAMS
☐ TRACEY WYNN
☐ ALICIA ANDERSON
☐ SHANNA McCULLOUGH
☐ BRANDY ALEXANDER
☐ HEATHER SINCLAIRE
☐ ONA ZEE
☐ ROBIN LEE
☐ REGINA BARDOT
☐ CHARLOTTE LEIGH
☐ MEGAN LEIGH
☐ RHONDA LEIGH
☐ JEANNA LIN
☐ STACEY LORDS
☐ RAVEN
☐ SHELLY RAE
☐ APRIL RAYNE
☐ BARBARA DARE
☐ ALICIA RIO
☐ SADE
☐ SANTANA
☐ TARA BLAKE
☐ BUNNY BLEU
☐ BRIDGETTE BLUE
☐ BRIANNA
☐ GINA CARRERA
☐ TISA
☐ FAITH TURNER
☐ JANE TYLER
☐ SUSAN VEGAS
☐ BRANDY ALEXANDRE
☐ RACHEL ASHLEY
☐ AUDRA
☐ BIANCA
☐ FEFE BARDOT
☐ BRANDI
☐ CAROLYN CAINE
☐ NIKKI CHARM
☐ CHELSEA
☐ CHERRIE
☐ CAREENA COLLINS
☐ DANIELLE
☐ TERRY DIVER
☐ STACEY DONOVAN
☐ CANDI EVANS
☐ GAIL FORCE
☐ KATHLEEN GENTRY
☐ JAGUAR
☐ KIMBERLY KANE
☐ HYAPATIA LEE
☐ TRINITYLOREN
☐ MELISSA MELENDEZ
☐ SUKOYA
☐ TANYA SWEET
☐ DUSTY ROSE
☐ VELVET TOUCH
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Fox Hunt

Ladies, make $500 by being selected as the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote.

That's right, Ma Bell's definitely on the rag, and there are no phone votes anymore! But there's still a new winner every month.

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or the back of a sealed envelope—and mail it in to #239 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting April 1, 1993.

Here she is, bros, the first monthly winner in our 15th Annual Fox Hunt, Kim, #103, from Anchorage, Alaska. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is April 30, 1993. We'll print the winner in the September 1993 issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session

Model's Name ______________________

Address ______________________

City __________ **State** __________ **Zip** __________

Daytime Phone (   ) __________ **Evening Phone (   )** __________

I am _____ **years of age, born** ______________________

I will pose Topless _______ **Full Nude** ______________

Model's Signature ______________________

Send a photocopy of your picture I.D.that shows your signature and photo.

Photographer's Name ______________________

Address ______________________

City __________ **State** __________ **Zip** __________

Daytime Phone (   ) __________ **Evening Phone (   )** __________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

COME-AND-GONE MOTORCYCLES

Many Called, Harley Chosen

In our February 1992 issue, we pubished a list of 225 motorcycles and scooters built at one time or another in the USA. Since then, we've added a bunch more from other sources, and collected another bunch that we can't tie down to names, places, and dates.

We wound up with 303 names we can tie down to a place and a date, and here they are. The name is either the brand name of the bike or the name of the manufacturer. The dates indicate years of production—as far as we could find out. Some of those showing only one year may have been produced longer.

We also had 36 names or places that we couldn't tie bikes or dates to. We append that list at the end for you history freaks. If you have any information about these leftovers, let us know. With a little help from our friends, we'll eventually have the definitive list of everybody who ever built a motorcycle in America. —Noose

NAME	LOCATION	YEAR(S)
Ace	Philadelphia, PA	1919-24
	Blossburg, PA	1925
	Detroit, MI	1926
Airman	Chicago, IL	1948
AMC	Chicago, IL	1912-15
America	La Porte, IN	1904-06
American	Hartford, CT	1903
American	Rahway, NJ	1903
American	Denver, CO	1907-11
American	Chicago, IL	1911-14
American	Louisville, KY	1921
American Rocket	Monterey Pk., CA	1952
American X	Chicago, IL	1910-30
Anthony	Colo. Springs, CO	1903
Apache	Denver, CO	1907-11
Argyle	Memphis, MO	1957-61
Armac	St. Paul, MN	1905
	Chicago, IL	1906-13
Arrow	Chicago, IL	1909-14
Atco	Pittsburgh, PA	1912
Austin (steam)	Winthrop, MA	1868
Auto-Bi	Buffalo, NY	1903
Autobike	Chicago, IL	1915-16
Auto Car	Pittsburgh, PA	1899-1904
Auto Four	Chicago, IL	1971-72
Autocycle	Philadelphia, PA	1907
Autocylette	New York, NY	1921
Autoette	Detroit, MI	1911
Auto Four	Chicago, IL	1971
Autoped	New York, NY	1915-21
Badger	Milwaukee, WI	1919-21
Barber	Brooklyn, NY	1900
Barr (steam)	Middletown, OH	1940
Bayley Flyer	Chicago, IL	1913-17
Baysdorfer-Dumbleton	Omaha, NE	1903
Bean	Boston, MA	1903
Bearcat	Rochester, NY	1950
Beard & Abel	Boston, MA	1903
Bi-Auto-Go	Detroit, MI	1908-12
Bi-Car	Detroit, MI	1911
Bonanza	San Jose, CA	1967-69
Blackhawk	Rock Island, IL	1911-12
Black Diamond	Philadelphia, PA	1905
Boland	Rahway, NJ	1903
Bowman	New York, NY	1905
Bradford	Bradford, PA	1907
Bradley	Philadelphia, PA	1903-12
Breed	Bay City, MI	1912
Briggs-Stratton	Milwaukee, WI	1919
Buckeye	Columbus, OH	1905
Buffalo	Buffalo, NY	1984
Caille	Detroit, MI	1933-37
California	San Francisco, CA	1903
Camden	Camden, NJ	1906-08
Centaur	New York, NY	1961
Century	Chicago, IL	1917
Champion	St. Louis, MO	1911-13
Chicago 400	Chicago, IL	1905
Clark	Torrington, CT	1903
Clemcut	Hartford, CT	1905-09
Clement	Hartford, CT	1903-09
Cleveland	Hartford, CT	1902-04
Cleveland	Cleveland, OH	1915-29
Clinton-Tower	Cleveland, OH	1895
Columbia	Hartford, CT	1900-05
Comet	Elwood, IL	1911
Commando	Minneapolis, MN	1950
Copeland (steam)	Phoenix, AZ	1885
Crawford	Hartford, CT	1906
Crescent	Hartford, CT	1905
Crocker	Los Angeles, CA	1933-42
Crosley	Cincinnati, OH	1943
Crouch	Stoneham, MA	1904
Crown	La Porte, IN	1910
Culp	Columbus, OH	1903
Curtiss	Hammondsport, NY	1902-12
Cushman	Lincoln, NE	1936-57
CVS	Philadelphia, PA	1911
Cyclone	St. Paul, MN	1912-16
Cyclone	South Gate, CA	1947-48
Cyclemobile	Toledo, OH	1917
Cyclemotor	Rochester, NY	1916-27
Cycle Scoot	Indianapolis, IN	1953-55
Day	Lake View, NY	1903
Dayton	Dayton, OH	1911
Dayton	Dayton, OH	1913
Delaware	Delaware, OH	1908
Delong	Phoenix, NY	1902
De Luxe	Chicago, IL	1912-15
Detroit	Detroit, MI	1910
Doodlebug	Webster City, IA	1954-58
Driver	Philadelphia, PA	1903
Duck	Stockton, CA	1905
Duesenberg	Rockford, IA	1903
Dukelow	Chicago, IL	1913
Dyke	St. Louis, MO	1903-06
Dynacycle	St. Louis, MO	1949-53
Eagle	Minneapolis, MN	1909
Eagle	Chicago, IL	1910-15

NAME	LOCATION	YEAR(S)
Eagle	St. Louis, MO	1911
Eagle	Brockton, MA	1905-13
Economy	Detroit, MI	1908
Elk	Elkhart, IN	1911
Emblem	Angola, NY	1908-25
Erie	Buffalo, NY	1905-06
Erie	Hammondsport, NY	1907-11
Eshelman	Baltimore, MD	1954
Evans	Rochester, NY	1918-24
Excelsior	Chicago, IL	1908-31
Feilbach	Milwaukee, WI	1912-15
Flanders Fou	Pontiac, MI	1911-14
Fleming	White Plains, NY	1901
Flying Merkel	Pottstown, PA	1910
F & M	Columbus, OH	1902-07
Fowler Four	Cleveland, OH	1924
Fowler-Manson-Sherman	Chicago, IL	1905
Francke-Johannsmeyer	Milwaukee, WI	1905
Franklin	Mount Vernon, WA	1899-1900
Geer	St. Louis, MO	1903-09
Gerhart Four	Harrisburg, PA	1915
Globestar	Joliet, IL	1946-49
Greyhound	Aurora, IL	1907-14
Greyhound	Buffalo, NY	1910-14
Greyhound	Reading, PA	1924
Harley-Davidson	Milwaukee, WI	1903-93
Hampden	Springfield, MA	1903
Harper	New York, NY	1908
Hartford	Hartford, CT	1907
Hausmann	Milwaukee, Wi	1918
Haverford	Philadelphia, PA	1909-14
Hawthorne	Chicago, IL	1912
Hemingway	Glenwood, IL	1905
Henderson	Detroit, MI	1912-16
Henderson	Chicago, Il	1917-31
Herring	St. Joseph, MO	1899
Herring-Curtiss	Hammondsport, NY	1910
Hercules	Hammondsport, NY	1903-04
H & H	San Diego, CA	1902-03
Hilaman	Moorestown, NJ	1906-12
Holley	Bradford, PA	1902-11
Hudson	Middletown, OH	1910-11
Indian	Springfield, MA	1901-53
Industrial	Syracuse, NY	1903
Iver-Johnson	Fitchburg, MA	1907-15
Jeepette	Los Angeles, CA	1943
Jefferson	Jefferson, WI	1905-12
Joerns	St. Paul, MN	1910-16
Kaestner	Chicago, IL	1903
Kaye-Pennington	Racine, WI	1895
Kenzler-Waverly	Cambridge, WI	1910-14
Kiefler	Buffalo, NY	1909-11
Kirkham	Bath, NY	1903
Kokomo	Kokomo, IN	1909-11
Kulture	Rochester, NY	1909
Landgraf	Chicago, IL	1906
Langford	Denver, CO	191?-21
La Ray	Milwaukee, WI	1946-48
Leader	Milwaukee, WI	1906
Leo	Oakland, CA	1905
Lewis	Brooklyn, NY	1901
Liberty	WI, IL, & MA	1918
Light Thor-Bred	Pottstown, PA	1901-08
Lightning	Joliet, IL	1948
Lunford	Marble, NC	1916
Mack	Jefferson, WI	1905-12
Maltby	Brooklyn, NY	1903
Mansen-Marsh	Brockton, MA	1906
Manson	Chicago, IL	1905-08
Marathon	Hartford, CT	1910
Marks	San Francisco, CA	1896-02
Marman	Inglewood, CA	1948
Marsh	Brockton, MA	1899-1905
Marvel	Hammondsport, NY	1910-13
Maxim	Hartford, CT	1893
Mayo	Pottstown, PA	1903
MB	Buffalo, NY	1916-20
McDonald	Chicago, IL	1905
Meadow-brook	Hempstead, NY	1905
Mears	Brooklyn, NY	1903
Mecky	Philadelphia, PA	1903
Menns-Van Horn	Boston, MA	1903
Merkel	Milwaukee, WI Pottstown, PA Middletown, OH	1902-09 1910 1911-22
Merkel Motor Wheel	New York, NY Springfield, MA	1917-22 1922
Metz	Waltham, MA	1903-06
Michaelson	Minneapolis, MN	1908-15
Michigan	Detroit, MI	1911
Militaire	Cleveland, OH	1911-17
Militor	Buffalo, NY Springfield, MA	1913-19 1919
Minneapolis	Minneapolis, MN	1908-15
Mitchell	Racine, Wi	1901-06
MM	Brockton, MA	1907-13
Monarch	Hartford, CT	1902-04
Monarch	Oswego, NY	1912-15
Monark	Chicago, IL	1950-55
Mon-Auto	New York, NY	1915-17
Monnot	Canton, OH	1903
Montgomery-Ward	Chicago, IL	1911-12
Moore	Indianapolis, IN	1917
Morgan	Brooklyn, NY	1902
Morris-Corkhill	Rochester, NY	1903
Morse-Beauregard	Detroit, MI	1912-17
Motopede	Rutherford, NY	1921
Moto-Racycle	Middletown, OH	1905
Motormaster	Cleveland, OH	1938
Moto-Scoot	Chicago, IL	1946-48
Mustang	Glendale, CA	1946-71
Nelk	Palo Alto, CA	1905-12
Ner-A-Car	Syracuse, NY	1922-27
New Era	Dayton, OH	1909-13
Nioga	Whitney Point, NY	1903
NSU	New York, NY	1908
Nyberg	Chicago, IL	1913
Oakes	Johnstown, PA	1916
OK	Brooklyn, NY	1916
Orient	Waltham, MA	1900-06

NAME	LOCATION	YEAR(S)
Paramount	Columbus, OH	1917
Parkin-Leflem	Philadelphia, PA	1903
Patee	Indianapolis, IN	1901
Peerless	Boston, MA	1912-16
PEM	Jefferson, WI	1905-12
Pennington	Trenton, NJ	1894
Phoenix	Milwaukee, WI	1906
Pierce	Buffalo, NY	1909
Pioneer	Jersey City, NJ	1903
Pioneer	Worcester, MA	1908-10
Pirate	Wilwaukee, WI	1911-15
Playboy	Oakland, CA	1956
Pony	Clarkston, MI	1955
Pope	Hartford, CT	1908-18
Powell	Compton, CA	1939-52
Pratt Four	Elkhart, IN	1911-12
P-T	New York, NY	1900
Rambler	Hartford, CT	1903-14
Ranger	Chicago, IL	1938
Razoux	Boston, MA	1903
Regas	Rochester, NY	1900-02
Reliance	Addison, NY Oswego, NY Elmira, NY	1904 1905-06 1907-15
Riotte	New York, NY	1895
R & H	Brockton, MA	1905
Rocket	Columbus, NE	1962
Rollaway	Toledo, OH	1919-21
Roper (steam)	Roxbury, MA	1869
Royal	New York, NY Worcester, MA	1901 1908-10
R-S	Reading, PA	1903-24
Ruggles	Brooklyn, NY	1903
Safticycle	La Crosse, WI	1946-50
Salisbury	Chicago, IL	1895
Salsbury	Oakland, CA Pomona/Inglewood	1936-42 1946-51
SBM	Brooklyn, NY	1910-11
Schickel	Stamford, CT	1912-15
Scout	Detroit, MI	1911
Sears	Chicago, IL	1912-16
Shaw	Galesburg, KS	1912
Skootmobile	Chicago, IL	1938
Slattery	Brooklyn, NY	1903
Smith Motor Wheel	Milwaukee, WI	1914-24
Snell	Toledo, OH	1905
Spake	Indianapolis, IN	1911-14
Spiral	New York, NY	1896
Stahl	Philadelphia, PA	1910-14
Starlin	Tonawanda, NY	1903
Steffey	Philadelphia, PA	1903-10

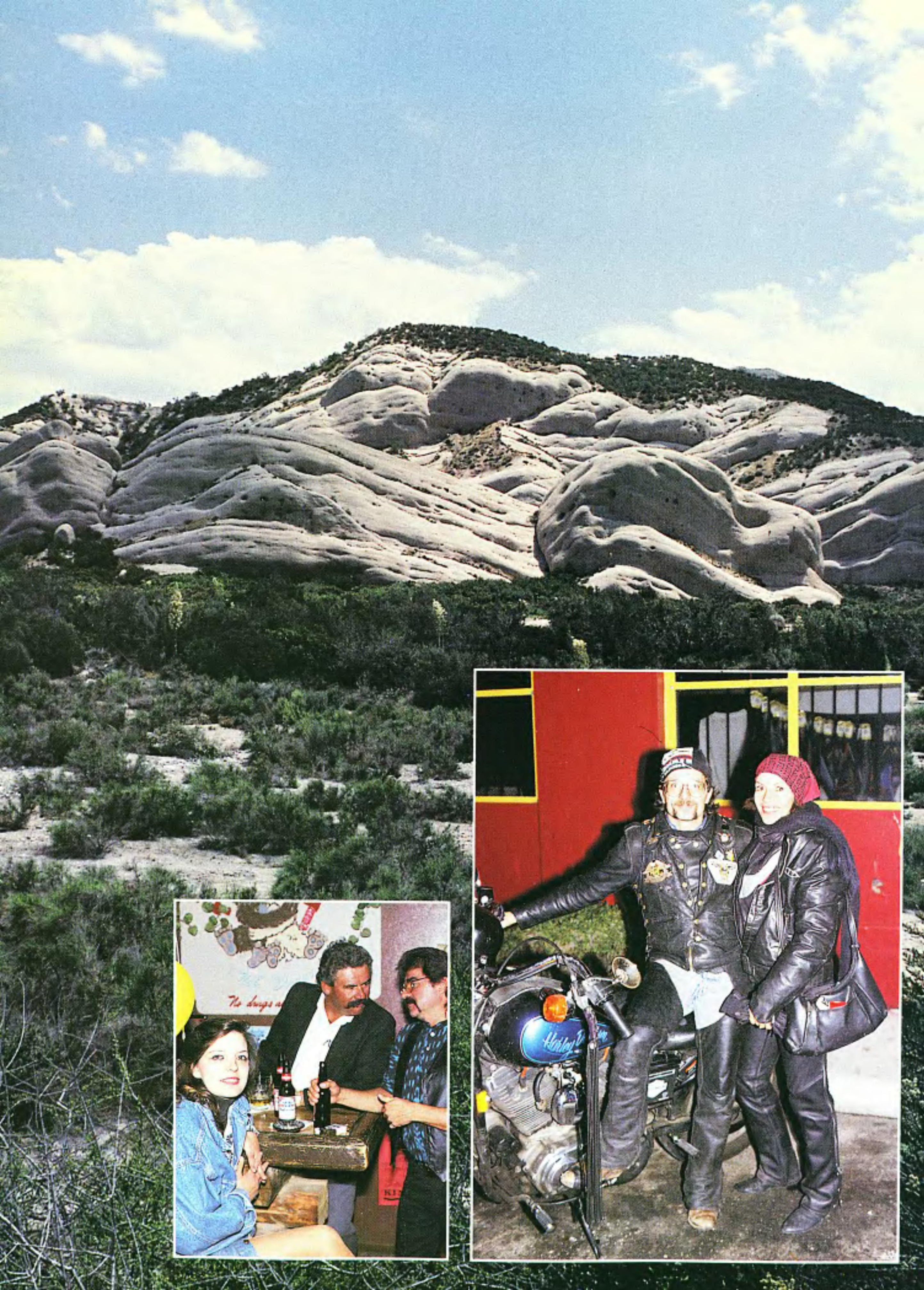
NAME	LOCATION	YEAR(S)
Stormer	Hartford, CT	1907
Suddard	Providence, RI	1905
Super-X	Chicago, IL	1924-31
Thiem	Columbia Hts., MN	1903
Thomas	Buffalo, NY	1907-08
Thompson	Beverly Farms, MA	1909
Thor	Aurora, IL	1903-16
Thoroughbred	Reading, PA	1904
Tiger	New York, NY	1906-09
Tinkham	New Haven, CT	1898-99
Torpedo	Whiting, IN Geneseo, IL	1907 1910
Torque	Plainfield, NJ	1946
Tourist	Newark, NJ	1906-07
Tribune	Hartford, CT	1903-14
Trimoto	Hartford, CT	1900
Triumph	Chicago, IL	1908-10
Triumph	Detroit, MI	1912-13
Twombly	Portland, ME	1895
Vard	Pasadena, CA	1944
Victor	Cleveland, OH	1911
Wagner	St. Paul, MN	1901-14
Warwick	Springfield, MA	1903
Wasson	Haverhill, MA	1903
Waverly	Jefferson, WI	1905-12
Westfield	Westfield, MA	1916-18
Westover	Denver, CO	1912-13
Whipple	Chicago, IL	1903-05
Whizzer	Los Angeles, CA	1947-62
Widmayer	New York, NY	1907
Williams	New York, NY	1912-20
Williamson	Philadelphia, PA	1903
Willis	New York, NY	1903
Wilson	Witchita, KS	1910
Wisconsin Wheel Works	Racine, WI	1903
Woods	Denver, CO	1914
Woods-Meagher	Richmond, VA	1896
Wysecycle	Dayton, OH	1947-50
Yale-California	Toledo, OH	1902-15
Yankee	Chicago, IL	1922-23
Yardman	Jackson, MI	1959

Sears
CHICAGO, U.S.A.

Here are the ones we couldn't find out about, either name, location, or dates. See if you can fill in the blanks.

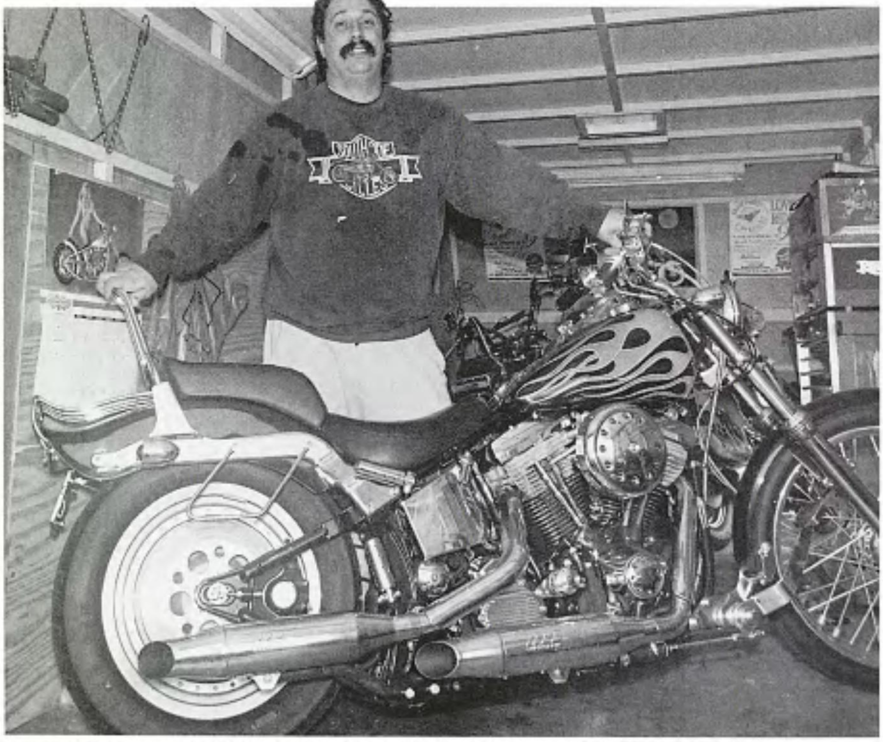
NAME	LOCATION	YEAR(S)
?	Abington, MA	1903
Auto Scoot	?	1938
Camfield steam cycle	?	?
Caulfield	Temperance, MI	195?
Clarke	St. Louis, MO	?
Cooper	?	1972
Electra	?	1912
Fairchild	Pasadena, CA	?
Heald	Benton Harbor, MI	197?
J. W. Grady	?	1909
Gringo	?	1973
Hafelfinger	?	1903
Holmes	?	1900
Imperial	?	1903
C. W. Kelsey	?	1911
George V. Lyons	?	1909
Magnacycle	?	
Majestic	?	1912
MOHS	?	196?
Moto-Glide	Los Angeles, CA	193?
?	New Bedford, MA	1903
New Hudson	?	?
?	New London, OH	1896
Uno-Wheel	?	1936
Ossa/Yankee	?	1970-74
Pansy	?	1905
Puddle Jumper	?	?
?	Kearney, NE	?
Redman (Indian copy)	?	1902-09
Rock-Ola	Chicago, IL	193?
Rokon	Keene, NH	196?
Rupp	Mansfield, OH	196?
Servi-Cycle	?	1916
Servicycle	New Orleans, LA	1935-6?
Singer	?	
Starlite	Crystal Lake, IL	196?
Traub	?	1916
Victoria	?	1900
Victory	?	
Wizzard	?	195?
Zimmerman	Cleveland, OH	195?

HENDERSON
MOTOR CYCLE
Indian
Cyclone
JOERNS MOTOR MFG.CO.
ST. PAUL, MINN.
Sears
CHICAGO, U.S.A.
PIERCE



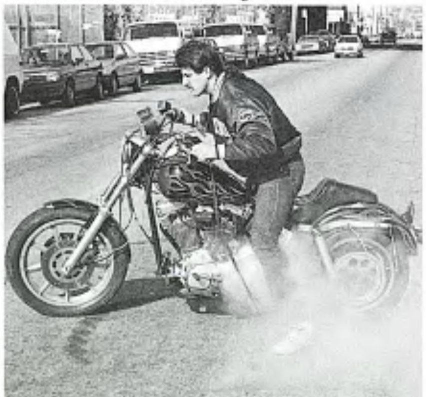
RIP'S RUN

Rip and Sugar Pai Swim The Roads Of California



Roy Goss, the owner of Zaidel's, San Diego, Calif., with Lorenzo Lamas' TV Softail.

Red paints the names of bro lost on the wall.



Kenny spins a donut in San Bruno, Ca.

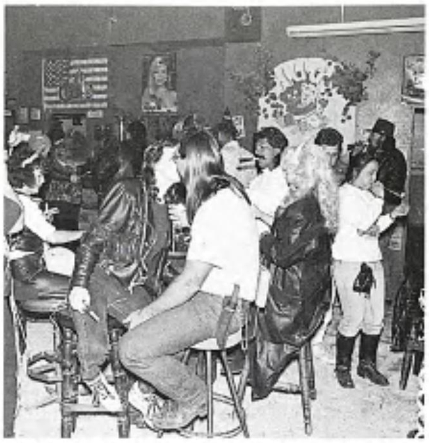
Nosocal

Last month I left you readers in San Francisco, California. While on that side of the Bay I met a rider named Kenny. He demonstrated his riding skills by doing a couple of doughnuts on the blacktop. That is, until the rear tire of his FXR got too hot and sticky.

Crossing over the East Bay on Sugar Pai, my black FLHTC, I stopped in at Billy Budde's Custom, a Bros Club dealer located at 15640 East 14th St. in San Leandro, Calif., (510) 276-0739. Budde's features some neato custom motorcycles on the floor. He stocks lots of aftermarket parts to suit just about anyone's needs. I took several pictures of the front of the store, for when we update *Riding with Rip, The Bros Club Guide To America* book. Billy Budde is noted for manufacturing electronically-timed fuel injection systems.

Rolling north through Oakland, Sugar took me to Santa Rosa, where I visited with Billy Grillo (see *Easyriders* Video number 4). Billy is a drum tech roadie with the Grateful Dead. I hung around with him while he worked on his son Chris' Ford pickup. Bill is also helping some of his homeboys build their panheads. They have about four pans coming up. I watched as Billy went through a 4-speed trans, replacing all its bearings for Ron Olibas' 1963 panhead. I also got to meet the crew at Vee-Twin in Santa Rosa, 1137 Petaluma Hill Rd., (707) 573-3199. They hope to be moving shortly to a larger location (and to be keeping the same phone number). After talking to shop owner Don Blodgett, I feel they are gonna be a real asset to the community. He feels strongly about the *Bros*

Vee-Twin crew, Santa Rosa, Calif.



Midnight at the Screaming Chicken, Devore, Calif.

Inside Dumont's bar, El Cajon, Calif.

A good-looking blonde graced us at Dumont's.

Club and will be concentrating his charitable efforts on the local needy. Don would like his shop to sponsor runs, parties, and benefits. Good luck, brothers. I'm sure Vee-Twin will have fun doing it.

If you like good Italian food, check out La Grandes in Santa Rosa on Stony Point Rd. Everything they serve is good. Try it, you'll like it. Two bars that bike riders frequent in Santa Rosa are the Ponderosa and the Wagon Wheel.

I was thinking about riding farther north until I heard that snow was falling heavily in Portland, Oregon. So I turned around and headed south toward home, San Bernardino (Berdoo), for the holidays. It had rained every day while I was in Northern California, so I much appreciated puttin' south one afternoon when the rain had let up for about a six-hour period.

I spent New Year's Eve at the Screaming Chicken Saloon, a full-on biker bar at 18129 Cajon Blvd., Devore, (714) 887-8970. Devore is near the base of the Cajon Pass. It's a small suburb of Berdoo and was the site of the US Music Festival a few years ago. The Chicken is owned by a Harley rider named Sylvia Fox, and she is a true fox. New Year's Eve night the musical chores were handled by a band called

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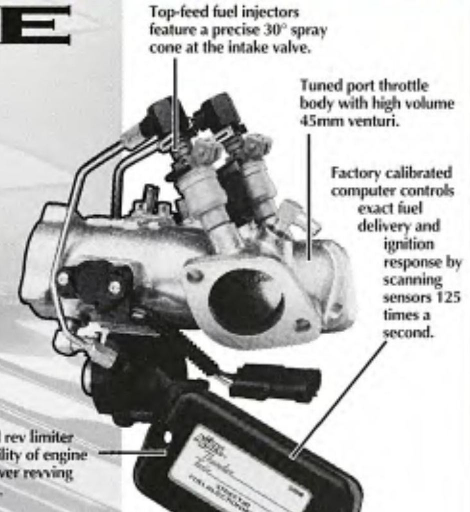

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Amy Goss on her FXLR-C with Kimberly and Kado, the shop dog.

Hard Times. They played '50s and '60s rock 'n' roll and some country tunes. The S.C. also sells leathers and bikers' accessories. They don't sell parts or do service work, but they do sell cold beer and wine. The Screaming Chicken Saloon is a sponsor of the Fontana children's service fund. They have raised several thousand dollars for the kids.

While home, I rode up to the high desert town of Adelanto to visit Thick Tiny, a bro I've known since the early '70s. He's a new patchholder, riding with the Lost Hawgs MC. Tiny lives in a rural part of the desert. The Lost Hawgs clubhouse is in the boonies. They have a well for water, but they have to rely on gas or diesel generators for power. A couple of bros and I partied with some of the club members and ended up crashing at their clubhouse.

El Mirage is a dry lake located near Adelanto. That's where the Southern California Timing Association (SCTA) checks out their vehicles before taking them to Bonneville, Utah, for Land Speed Record runs.

Tiny told me that sometimes, in the very early morning hours, he has actually seen mirages coming off the dry lake's bed. He said he has seen images of buildings, bridges, and boats on the water. Pretty strange stuff. He added →

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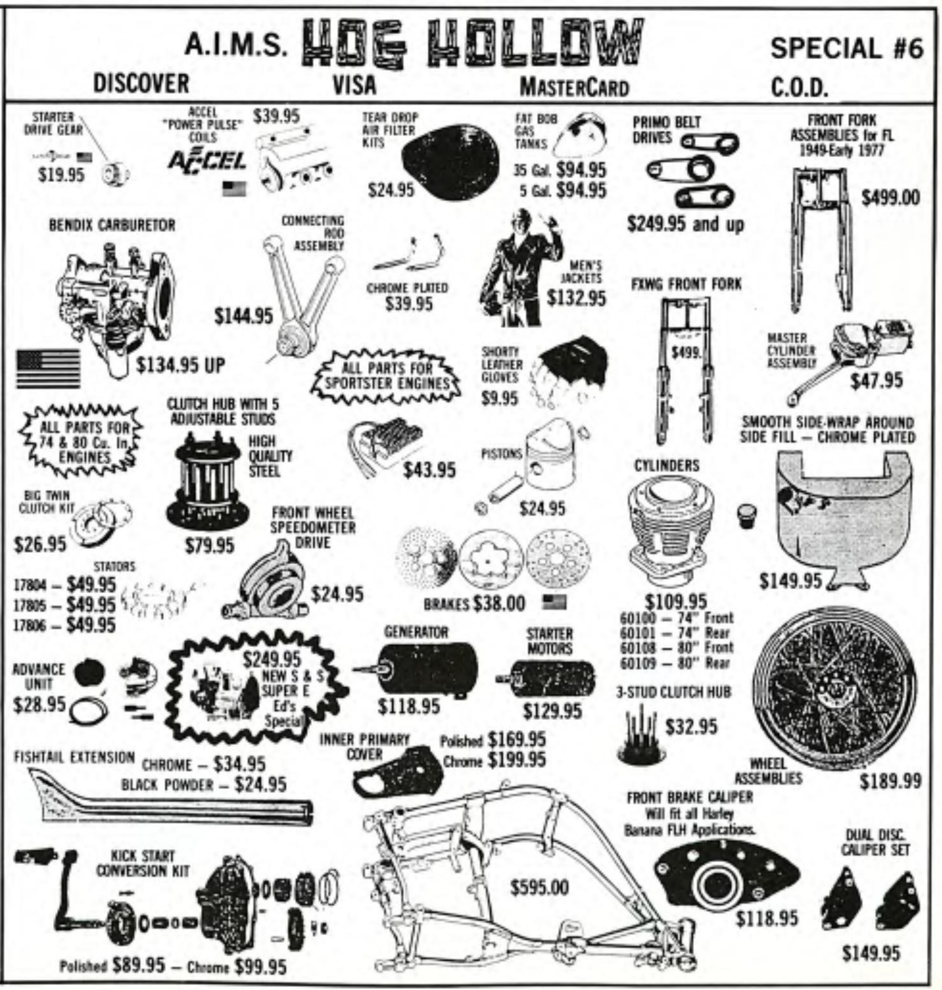


Billy Grillo at the press, Santa Rosa, Calif.

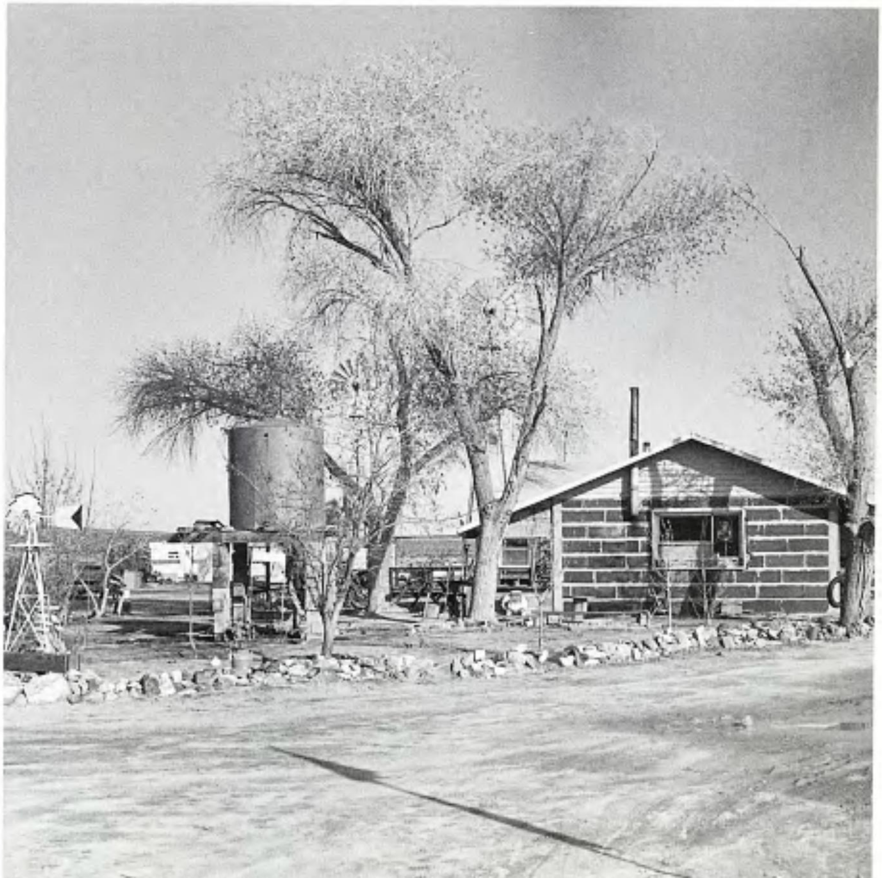
Sylvia Fox, foxy owner of the Screaming Chicken.

that occasionally the images were backwards, as if he was looking into a mirror or upside down. Hard telling if he was pulling my leg. Since we partied so hard, no one was up at that time of the morning to verify the story. That was about the time we were all hitting the fart sack.

If you're in that neck of the woods and want to check out a couple of places where bikers hang, go by the Mother Lode, 11975 Hesperia Rd., (619) 244-0556. Or, there's the Lost Hawg Saloon in Oro Grande, 20848 National Trails Hwy., (619)245-7377.

In case you're wondering, Rooster, the prez of the Lost Hawg MC, told me that they don't have anything going with the Saloon at the present time. The similarity in names is just a coincidence. The club used to do benefits out of this bar for the Victor Valley Child Abuse Task Force, but that hasn't happened for a couple years.

From Berdoo, I rode south toward San Diego in one of the winter's worst storms. It got pretty hairy around Temecula and Rancho California. The water on the I-5 freeway was several inches deep and running like a river. Sugar and I plowed right through it. I feel fortunate that we made it. I was going faster than I should have been,



Lost Hawg clubhouse, Adelanto, Calif.

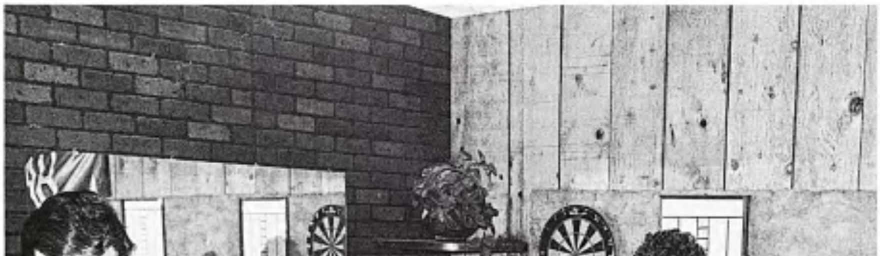
Ron Olibas on his 1963 panhead.

and Sugar felt like she wanted to hydroplane out from under me. It was hard to slow down but, luckily, she hung in there, like she oughtta. It had been raining steadily for about two weeks, making for miserable riding conditions. I had to laugh at myself for being so dumb.

The *Bros Club* function originally slated for that weekend was rained out, and I needed some pictures for this column.

The *Bros Club's* one-year-old birthday party went off the following weekend, January 23. By then the soggy ground had five days of sunshine, but there was still some standing water in spots. It was a great party. Good company, good food, good music.

Okay, getting back to Dago. I got out of the rain stopping at Zaidel's bike shop. They are a charter member *Bros Club* dealer, located at 4078 University Ave., (619) 280-7107. They sell new and used Harley parts, accessories and do service work on all Harleys. The store has been in business since 1973. The owners, Roy and Amy Goss, are fine people. They let me spend the week at their home. Roy owns a neat 1947 knuckle. The Softail that Lorenzo Lamas rides on the TV show *Renegade* was built at Zaidel's. Lorenzo's



The Hard Times band doing what they do best on New Year's Eve.

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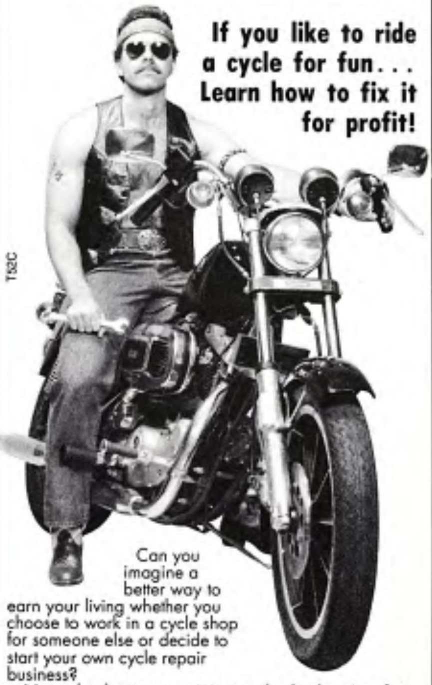

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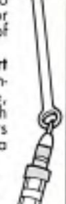

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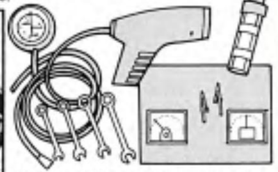

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personal bike was also warmed over by them and runs damn good. Lorenzo was putting the rap on the last show of the season and wasn't available. I took pictures of Roy and the TV show's Softails that were stored in a trailer. They use three identically painted Harleys for the shoots.

Zaidel's sponsors Bob Gagnon, who races in the Pro Gas ranks with the All Harley Drag Racing Association (AHDRA). In last year's points chase, Bob tied for third place in the Western Swing Series.

Here's a short list of some of the bars to check out, if you're in San Diego:

In the college area, it's the Trojan Horse. They usually have live music on Friday and Saturday nights. In Pacific Beach, try Plum Crazy. They don't have bands, though. Brewskies in downtown Dago does provide live music. In El Cajon, Navaho has live tunes, but Dumont's does not.

Then there's the North Bar in Escondido. It's a sports, beer, and wine tavern owned by Helen and run by Ron, who's the boss. Ron is a bro I met at the very first *Easyriders* Rodeo. He is a bike-riding poet. Here's a sample of his work. It's called *Survivor*.

The bike he rides is black as sin.
The scars he bears tell where he's been.

He's older now and somewhat mellow.
Look at him twice, before you call
him yellow.

If you ask of the tales that he can tell.
There'll be a bit of heaven and a bit
of hell.

He's ridden the roads across this land.
Been wild and crazy, out of hand.

At times he parties hard and fast.
Other times he makes the good times
last.

He thinks of bros he's loved and lost.
Sometimes he wonders of the cost.

But he chooses the life he loved the
best.
And these are all part of the test.

You live with the choices that you
make.
Some people pass, some people break.

He rides along and smiles a lot
And gives to life the best he's got.

And life goes on.

—Ronald Tyrell

Ron and Helen have a Dobie dog called Piker of Harley biker. He is seeking a good-looking redhaired bitch who wants to get down and make some puppies. She must have AKC papers. Send photos. Kinda sounds like an ad from a locked-down bro, don't it? By running this ad, I'm not sure if it makes me a proud uncle, or doggie pimp. No matter, I've been called worse things than that and survived.

Well, that about does it. Like I said earlier, it's been raining a bunch in these parts. But, believe it or not, Southern California is still in a drought condition. Go figure?

Say, brothers and sisters, how about a little mail? It's fixing to warm up shortly, and I'm getting antsy to do some serious long rides. I'm looking to check out different parts of the country for biker happenings. If I get clued in on what's going on in your neck of the woods, I may drop by for a visit. So how about it? Just a card or short note will do me just fine.

Until then,

—Rip

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Ron and Helen with Piker of Harley biker, Escondido, Calif.

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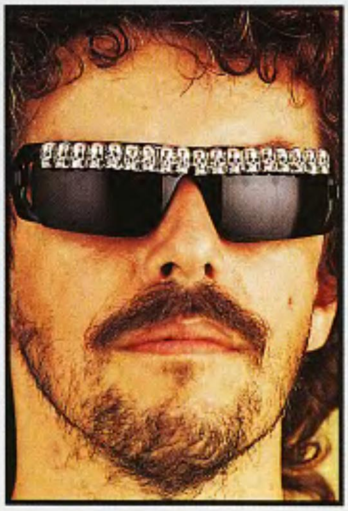

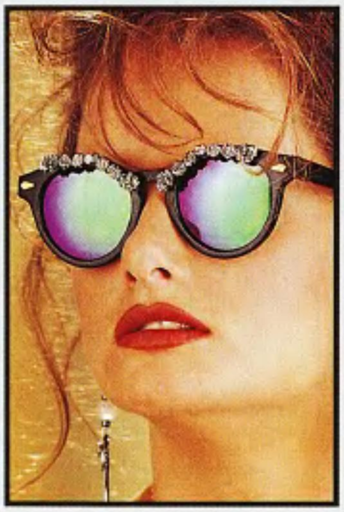

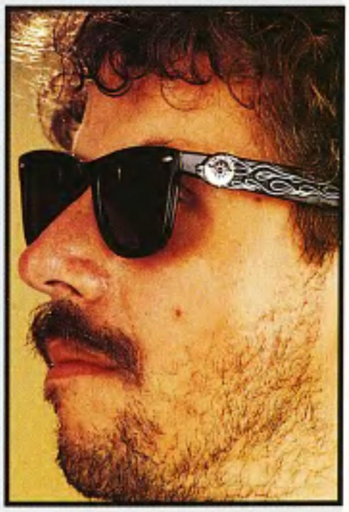

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It was a typical Friday afternoon at the Toss Pot. Outside, a steady stream of Harleys rolled into its gravel parking lot. Inside, the old air conditioner fought to keep out the Nevada heat as the sound of balls being racked could be heard over the jukebox thumping out an old Allman Brothers tune.

Country, Red, and Bigfoot sat at the table next to the bar. They looked so numb that if it weren't for an occassional drink from their beers, somebody would have taken them out and buried them. Even Tina, the new barmaid, who had a body like Dolly Parton's, couldn't raise their interest as she set a new round on the table.

"Man," said Red. "This place is dead."

"Yeah," Country agreed. "Nothing ever happens 'round here. It's the same ol' shit day in and day out. We need a little excitement." →

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"We could go up to Vegas," Bigfoot suggested.

"Naw. Last time we went there, I lost my whole paycheck in two hours," Red grumbled.

Bigfoot started to offer another idea when someone nearby spoke up. "I gotta suggestion."

The three bikers turned in the direction of the voice and saw an ancient little man with leathered skin sitting on a barstool. He had a beer in one hand and a rolled cigarette in the other. Long, white hair flowed out from under an old flyer's cap and his beard still showed traces of the sandy brown color it once was. His leathers were cracked, faded and covered with what looked like half the desert.

"Oh yeah? What's that, pops?" Red asked.

"Well," the old guy said with a devilish grin. "Any of you boys ever play chicken?"

"Chicken?" Red said with a laugh. "That's kids' shit!"

The old man smiled. "Not the way I play it," he said.

"Hey, old-timer," Bigfoot joined in. "What're you riding, a moped? I don't think Medicare would cover you if you were riding a man's motorcycle."

There were several snickers as a small crowd began to gather around.

"Ya might be right," the old man said, "but I can still out-ride any of you dipsticks on my worst day."

"Hey, pops," Bigfoot growled, "why don't you just finish your beer and hit the road before someone decides to put a boot in your old crusty ass."

The old geezer threw back his head in laughter, then raised his leg and let loose a thunderous fart. "Ride that, you overgrown space cadet. What's the matter, ain't none of you boys got any balls?"

Bigfoot started to get up, but Country laid a restraining hand on his arm.

"How 'bout you?" the graybeard continued, looking at Country. "Do you know how to ride, or are ya like the rest of these pencil necks?"

That got the attention of the entire bar. Country eyed the old goat with amusement. He had to admit the old bastard had a lot of balls. "I've been riding a day or two," Country replied.

"Hot damn! One of ya finally admitted ya can ride," the old man said, slapping his knee. "But have ya ever played chicken?" he asked with a gleam in his eye.

The old guy's face split into a huge grin as he pulled out a wad of bills from his front pocket

"Sure. Everybody has."

The old man stood up and started slapping the outside of his pockets, searching for something. Several people began laughing as a cloud of dust rose off his tattered leathers. Finally finding what he was looking for, the old guy's face split into a huge grin as he pulled out a wad of bills from his front pocket. "I got three grand here. Ya interested?" he asked, waving the money in the air.

"Interested in what?" Country asked warily.

"Why, a friendly game of chicken of course," the old guy said.

Country looked at Bigfoot, who was staring back at him with an amused expression. Looking back at the old guy, Country wondered how he always seemed to get himself into such predicaments. And he was half mad at himself for doing so. "I ain't got that much cash," Country said. "But I got a '55 pan outside that says you're talking shit."

The old man clapped his hands together with pure delight. "Well, let's go outside and have a look at this machine of yours and see if we got us a deal, boy!"

As Country and the old-timer headed out the door, everyone sat

in stunned silence for a moment, then scrambled outside after them.

Country's pan was painted black, with blue pinstriping, and the engine cradled in its rigid frame was clean enough to eat off of. The bike's worn solo seat told of Country's many hours in the saddle.

"I guess that sled might be worth three grand."

"It's worth a helluva lot more than that!" Country snapped. "Now, are we gonna ride or talk?"

The old man howled with laughter and slapped the younger biker on the back. "We're gonna ride, boy. That's why I came here. Just let me get my scoot."

A minute later, he pulled alongside Country on the ugliest flathead 80 rat bike any of them had ever seen. Rust, grease, grime, and corrosion covered the entire machine.

"Ain't she a beaut?" the old man chuckled. "Ya ready boy?"

"I'm ready to take your money and wipe that silly grin off your face," Country said, dropping the pan in gear. "Follow me if you can, old man," he added, dumping the clutch. Gravel shot up in a rooster tail as he shot across the parking lot and onto the two-lane blacktop heading east. Kicking through the gears, he glanced back and was surprised to see the old rat bike right on his ass. Two miles down the road, they pulled into a rest stop and waited for everyone to catch up. "How you wanna do this?" Country asked .

"Well," the old biker began, scratching his beard thoughtfully, "I'm kinda tired of doing it the →

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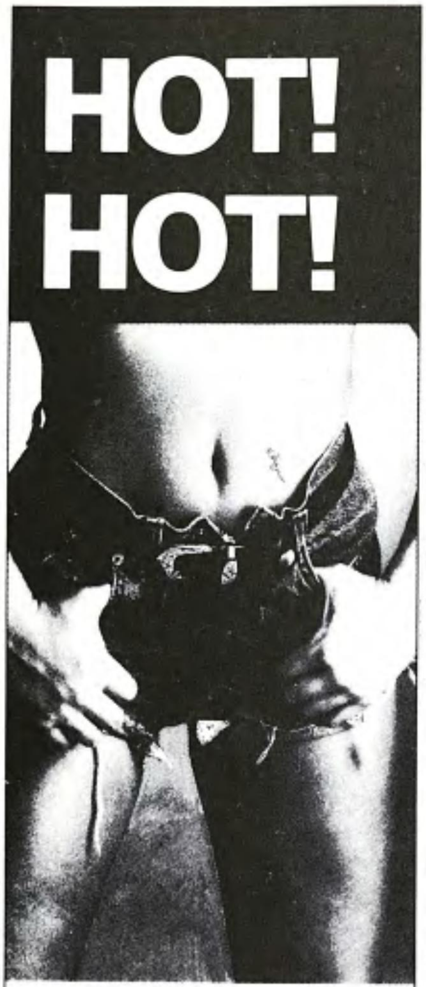

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old-fashioned way, so I'll tell ya what we'll do. We'll ride down the road side-by-side into oncoming traffic. The first one to pull away loses."

"Sounds fair," Country said.

"Okay," the graybeard biker said, looking at the road. "What we'll do is head down the road a piece and come back this way. Then all these fine folks can witness your lack of balls when ya chicken out first."

Hearing a few people snicker, Country felt his face begin to burn. "Don't push it, old man." he scowled. "Now let's do it."

A cheer went up as the two bikers, as different as night and day, headed down the road. Everyone

Country thought as he and the old man weaved over into its lane in unison. He estimated they would meet the truck about the same time they reached the rest stop. *I'll show the old fart who can ride,* Country vowed.

"Come on, boy," the old geezer yelled, "Let's see what ya got in that iron of yours." With that, he twisted the rat's throttle.

The two bikes thundered down the blacktop at 80 . . . 90 . . . then 100.

This sonuvabitch is crazy! Country thought as he glanced over at the old-timer. The old guy was grinning like an idiot as the wind whipped his long beard over his shoulder.

Country could barely hear the truck's horn over the rushing wind and their roaring pipes

quickly jostled for position along the road to watch what was sure to be a good show. Several people even had money on the old man and his rat.

Half a mile down the road, the two bikers slowed, turned, and rolled to a stop. Looking over at the old man, Country noticed a mischievous grin on his face. "What's so funny, pops?" he asked.

"I was just thinking how this is gonna be one ride you'll never forget," the old man answered. "Now let's quit flapping our yaps and see what you're made of!" The old biker popped the clutch and the rat's front tire clawed at the sky for 20 yards before touching ground again.

Country had to nail it to catch up with the old guy, and when he did, the old geezer grinned and pulled away again.

Goddamn, Country thought, glancing at his speedometer. They were already doing 60 and rapidly climbing to 70 as he fought to catch up again.

Less than a half a mile ahead, Country saw smoke as black as midnight belching from the twin stacks of a truck as it topped the distant rise. *Looks like a Kenworth,*

Country could barely hear the truck's horn over the rushing wind and their roaring pipes. Looking ahead again, he saw they were about 100 yards from the truck and could just make out the driver's frightened face and his arm holding down the horn in one long continuous blast.

Fifty yards . . .

Country risked another glance at the old man and his mouth popped open in shock. The old guy wasn't watching the approaching truck. He was staring at Country.

Whatdafuck!? Country's mind cried.

Thirty yards . . .

Fuck this shit! Country's brain screamed.

Twenty yards . . .

Country leaned hard toward the ditch, then terror seized him as the old man's gnarled hand clamped down on his handlebars. Country had but a second to look up into the panic-stricken eyes of the truck driver . . .

"Did you see that shit!" Red yelled from the side of the road. "The old man held him there! He killed them both!" People were yelling and running toward the wreck.

Fifty yards down the pavement, Country and the old man sat on the side of the road. The old geezer was slapping his knee and cackling like a loon.

"Wha . . . What happened?" Country asked in a shaky voice.

"You were killed, you idiot," the old man howled. "What are ya slow or something?"

"Killed?" Country said, looking back at his friends down the road.

"Yep. You see, everybody's got two ways they can go, son. Yours was this way. Or, next week, you was gonna get it by a jealous husband. I figured you'd rather go out in style."

Country looked confused. "You mean, I'm dead?" he asked.

The old man eyed him. "You're not the sharpest tool in the shed are ya, boy?" he said. "Yeah, you're dead. But just think, they'll be telling the story about your last ride forever. Hell, I just turned ya into a legend!"

"But . . ."

"But nothing. Now let's get. If we hurry, we can still catch the wet T-shirt contest!"

"Wet T-shirt contest?" Country asked, still in a daze.

The old geezer dropped his scoot in gear, and as he pulled away, the old rat bike rose into the air.

"Hell, yeah!" he shouted over his shoulder. "The Boss takes care of his own."

With a last look at his friends, Country shrugged and followed the old coot up into the cloudless Nevada sky.

—Fiction by W.C. "Pegleg" Thomas

"My date last night was with a stunt woman."

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BIKE & TATTOO SHOW TOUR

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(I-84 to Hwy. 17 West, to Exit 120)
Featuring the best custom bikes and skin art, along with a trade show, live music and door prizes.

APRIL 30, MAY 1 & 2
DAYTONA BEACH, FLORIDA
Howard Johnsons Conference Center
(600 North Atlantic Avenue)
Our final stop for our Bike & Tattoo Tour so don't miss the chance to come by and check out the best custom bikes and skin art. We will have door prizes, trade show and live music.

'93 RODEO SEASON BEGINS WITH:

MAY 14, 15, 16
CASA GRANDE, ARIZONA
Pinal County Fairgrounds
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Come join us for the first rodeo of the season. We'll have a ride-in bike show, rodeo events, tattoo contest, trade show, live music, camping, food & beverages on sale and a trophy girl contest. THE *EASYRIDERS* TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!

MAY 29, 30, 31
WACO TEXAS
Heart O' Texas Fairgrounds
(I-35 to New Road Exit, go West)
Rodeo, trade show, ride-in bike show, live music, food & beverages on sale, tattoo contest, trophy girl contest and camping. THE *EASYRIDERS* TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!

JUNE 4, 5, 6
DAYTONA BEACH, FLORIDA
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(I-95 to Rt. 92 Exit, go West to 11th St.)
Come join us for a fun-filled weekend. We'll have our rodeo, tattoo contest, ride-in bike show, trophy girl contest, camping, live music, food and beverages on sale. THE *EASYRIDERS* TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRT!

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TALKIN' TECH

Your Technical Questions Answered Here

How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Dual Pumps

□ I put together a 1949 pan several years ago. It was the best thing I ever did. Now I'm ready to try again. Here's the idea: I know this retired machinist who can take two oil pumps and make 'em fit in the same place, but acting as a two-stage pump with an overpressure dump valve. Does this sound like it would work well or cause problems? My purpose is to keep the oil pressure up at idle and on hot days.

Stoobie
Boynton Beach, Fla.

■ 1973 and later Big Twins have a two-stage oil supply system. At idle and low speed, all the oil goes to tappets and heads. At higher revs, the idle pressure regulator piston is forced up until it uncovers a port that feeds the lower end. Beginning in 1977, the pump drive gears were changed to speed up the pump by 20 percent.

The real problems with low oil pressure are loose tappet and rocker arm clearances and high crankcase vacuum. The vacuum will pull oil to the top end faster than the pump can push—low pressure, high flow. At the same time, since the tappets have no vacuum applied to them, hydraulic lifters can lose their oil supply at low engine speeds.

■ S&S has pump kits that pump plenty for any Big Twin.

Performance Corner

□ In "Talking Tech" (Sept. '92) and in the article *Dyno Run #1, Comparing Performance Packages*, a reference to specific mufflers (65A) is made as the best to match up to the Andrews-3 cam with stock valves and springs. I'd appreciate your assistance in locating a set of these mufflers. Also, should the stock cross-over header pipes be used or replaced with single header pipes?

I plan to replace my stock ignition with a single-fire system. Would the Dyna-S or Nempco system be the most compatible with the above changes? Which system would work best with a dual coil setup? And last, but not least, I have a stock CV carb on my '91 FXRP. I've been told there's a Dyno-Jet upgrade kit for the carb. Will this be enough or should a Super E be the next alternative?

Bill Hudgins
Ovilla, Texas

■ The 65A mufflers referred to are 1965 vintage Sportster mufflers. The ones adapted to the FXR stock head pipes were made in February of 1973. They are available from H-D, but mounting brackets must be fabricated. (#65231-65A, $99.95 ea., 1991 price.)

The Dyna-S works well. The Crane HI2 works better. But use the Dyna coils. Also, buy the Accel RevMaster rpm limiter. All these components are available through Custom Chrome Inc.

The Dyna-Jet kit, Screamin' Eagle air filter kit, and the CV are the best combination until serious head and compression work are done.

Coming Back

□ I'm looking for any information that would help me convert my shovelhead into a trike. While I was at work last May, I was crushed by 3,000 pounds of cat litter. As a result, I'm paralyzed from the waist down—just a minor setback. But now I'm ready to get back in the wind again.

Bones
Taft, Calif.

■ Try George Barton Enterprises: (310) 691-1017.

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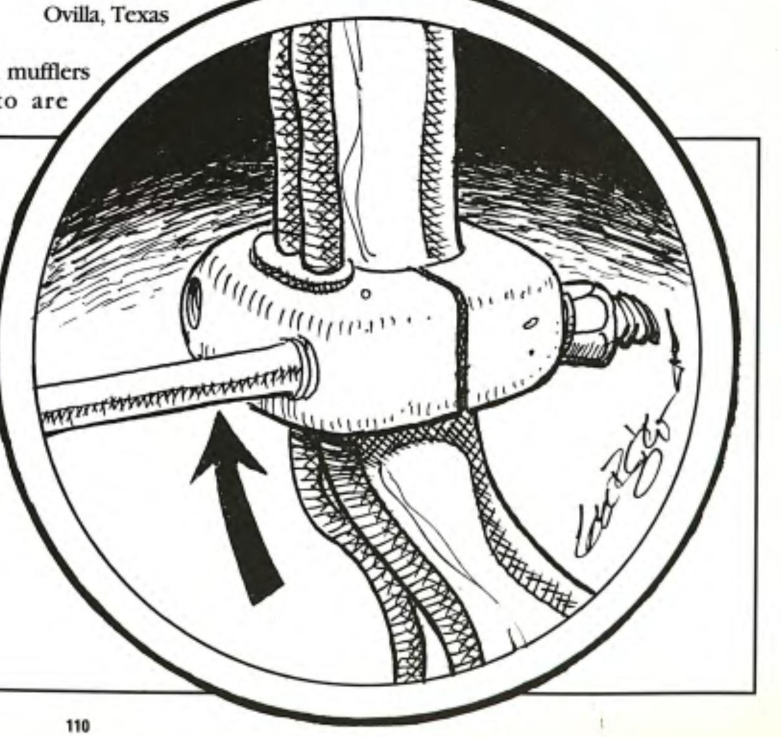
—Dan Mathey
Kansas City, Kan.



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HARLEY PARTS

ANTIQUE PARTS: Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-8200. International source of restoration parts. Catalog, $5.

FORKS: Forking By Frank (Frank's Maintenance & Engineering, Inc.), 945 Pitner, Evanston, IL 60202, (708) 475-1003.

GASKETS: Jan's Cycle Gaskets, for Harley-Davidson's. Available in kits or individually. Made in USA. Call or write for the distributor near you. Box 5790, Somerset, NJ 08875-5790, (908) 359-6611, (908) 359-5665.

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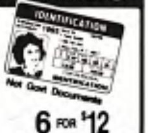

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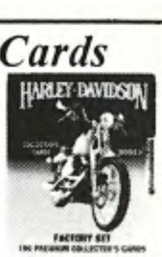

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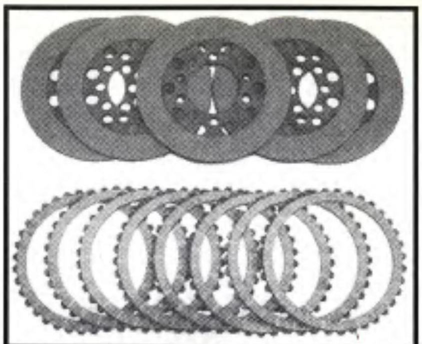

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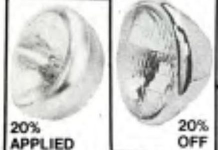

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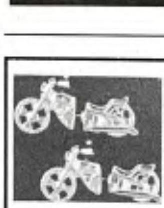

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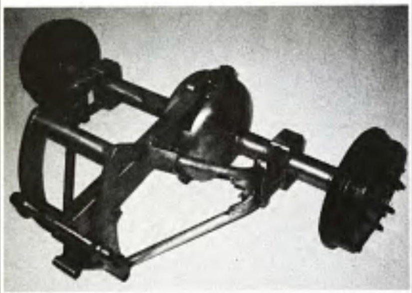

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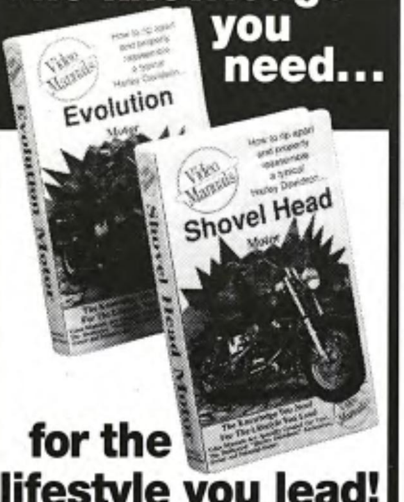

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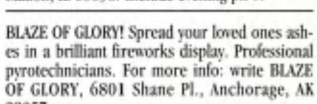
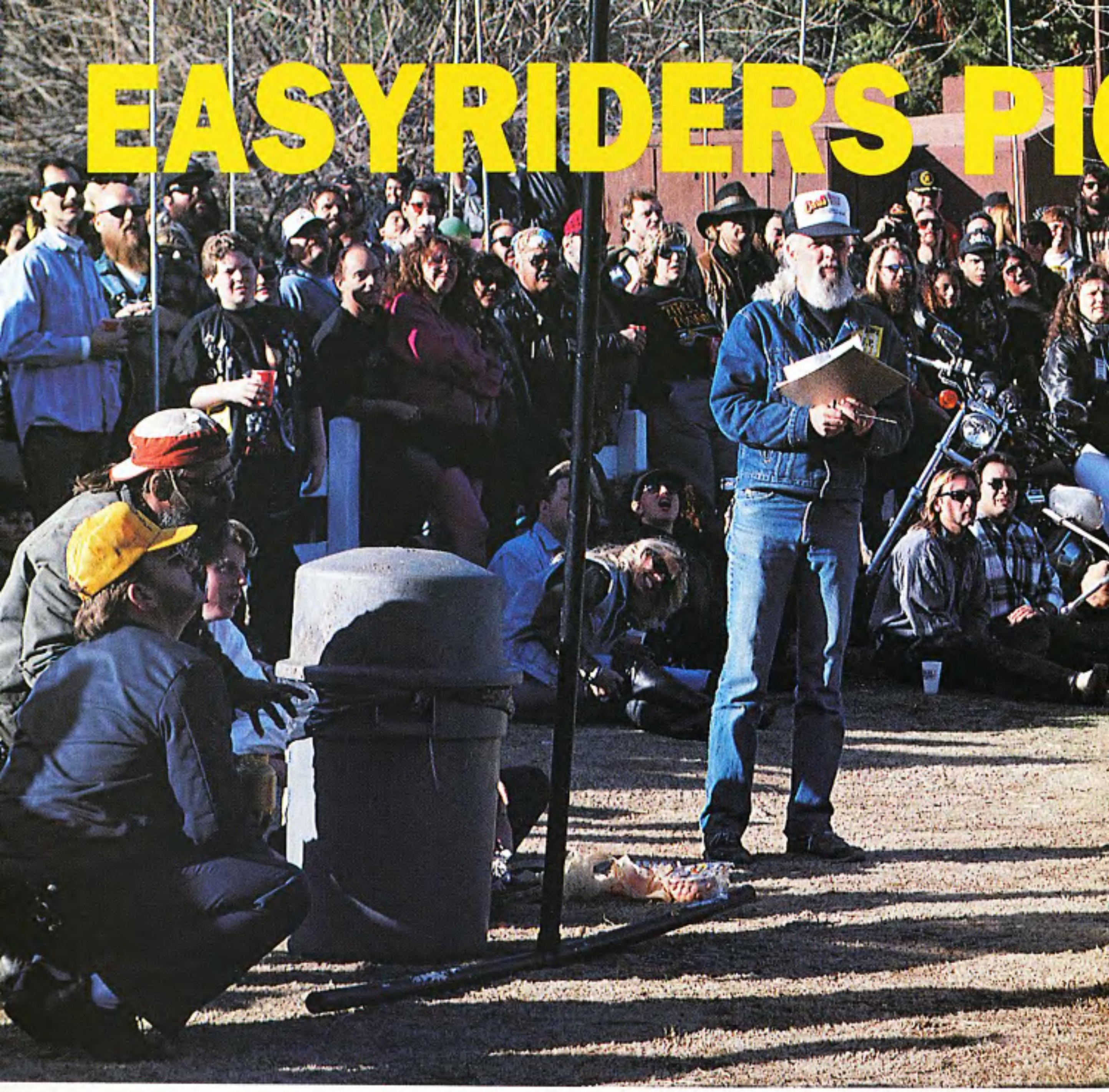


A woman's work is never done

Photoillustration by John Jordan

EASYRIDERS PI



The First Annual *Easyriders* Picnic represented two "firsts." It was the first time that *Easyriders* hosted a party, just for the sake of a party, and invited several thousand of our closest friends. No bike show, no rodeo events, just good ol' down home fun 'n' games.

And it was also the first event ever conducted by the year-old Bros Club. It was a birthday party held in conjunction with the picnic.

Of course, a picnic just wouldn't be a picnic without rain. Yes, Virginia, it does rain in sunny Southern California. And we're talking flash floods, landslides, and Harley-eatin' potholes. With about a foot of water on the ground, our choice was to either schedule canoe races or opt for a rain date.

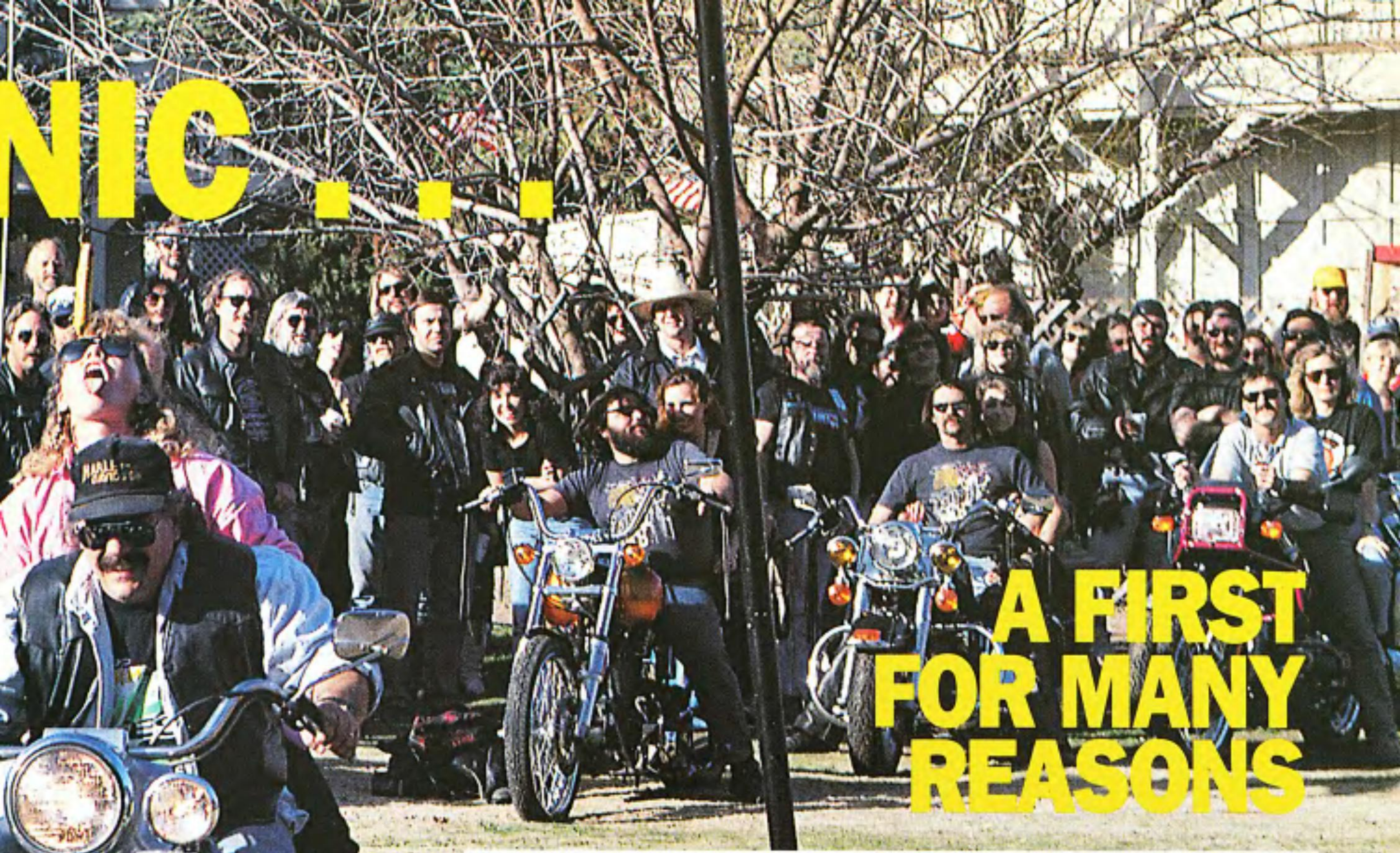
Bros Club members from throughout the state gathered

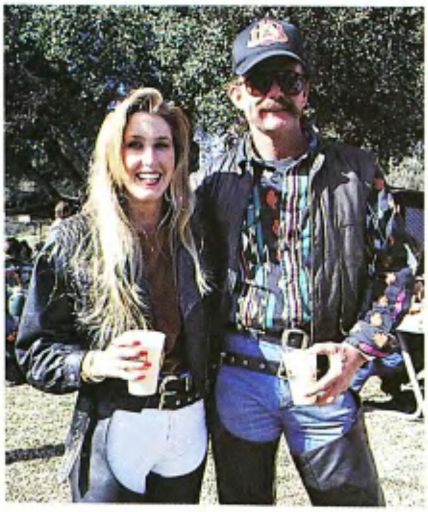
So, following a week's delay in the festivities, while most of the staff was up at Calamigos Ranch using leaf blowers to evaporate "Lake Malibu" from the picnic grounds, Bros Club members from throughout the state gathered at the Hollywood *Easyriders* Store in preparation for our first run.

Rain dates are usually a drag, but January 23 was the first sunny

NIC . . .

A FIRST FOR MANY REASONS





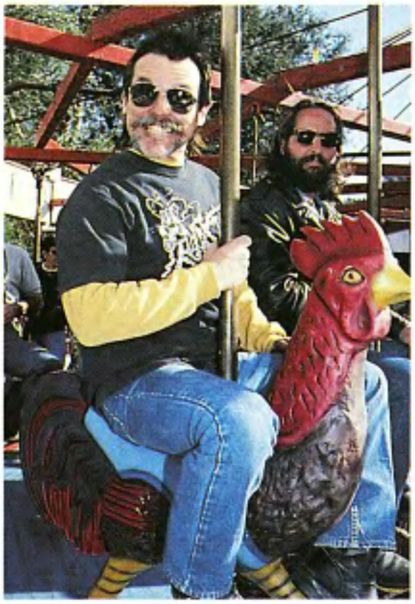
weekend in almost three weeks. With everyone aching for a ride, and Harleys lining trendy Melrose Avenue in parking spaces normally reserved for Porches and BMWs (the car, *not* the bike), we finished munching birthday cake and readied ourselves for a putt up the coast, onto Kanan Road, and into the Malibu Mountains.

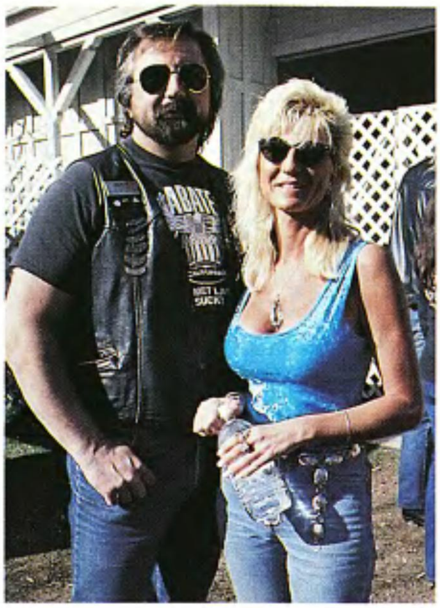
Picnickers were already in full party mode when the parade of about a hundred Bros Club bikes rolled in, led by Rip, Bandit, and other pubahs from *Easyriders*. We were directed by MMA Security to

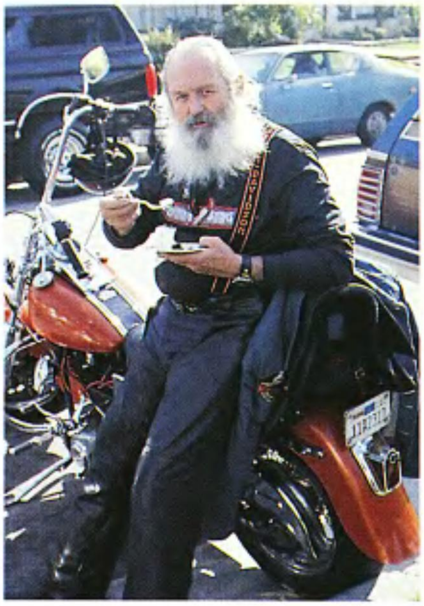
the VIP parking reserved for Bros Club, issued our VIP backstage passes, and waved through to a special Bros Club ticket window for no-waiting service.

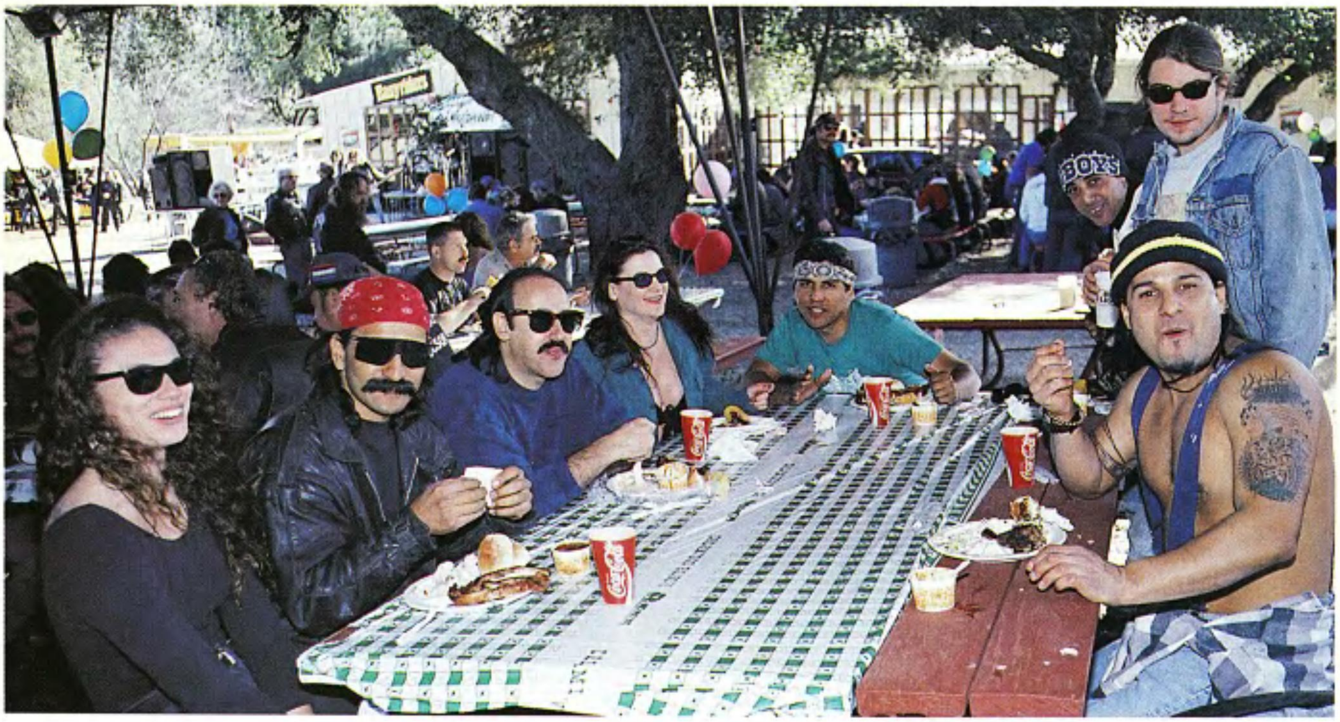
All the picnickers had a great time, what with all the bitchin' picnic games, beautiful babes 'n' bikes, and, of course, plenty of beer and barbecued meat. But Bros Club is *Easyriders* very own club, so naturally we got special treatment. And, boy, did we eat it up!

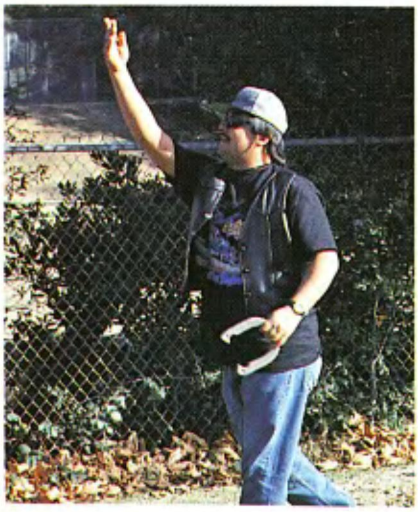
As for the picnic, you never tasted such bodaciously good barbeque. And the free-flowin' beer tap topped

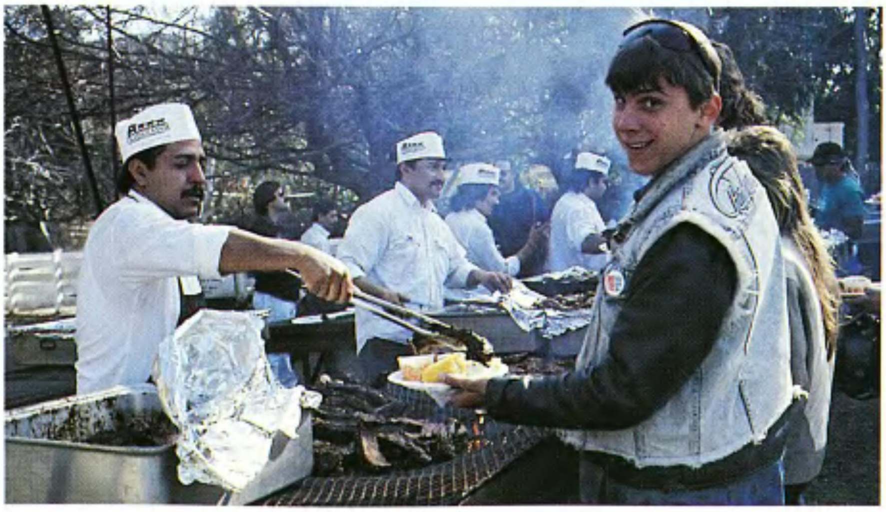







BOYS





Photos: Nancy Cairns

off the fine meal. After the suds and scarfin', everyone jammed to real kick-ass blues delivered by Highway 61 and Texas Flood.

The First Annual *Easyriders* Picnic was an experiment in brotherhood and camaraderie. Would Southern California bikers come out of hibernation in the middle of January for nothing more, or less, than a party? You bet they would!

This picnic may have been a first, but you can bet yer ass it won't be the last.

—Bill Bish, Bros Club Director

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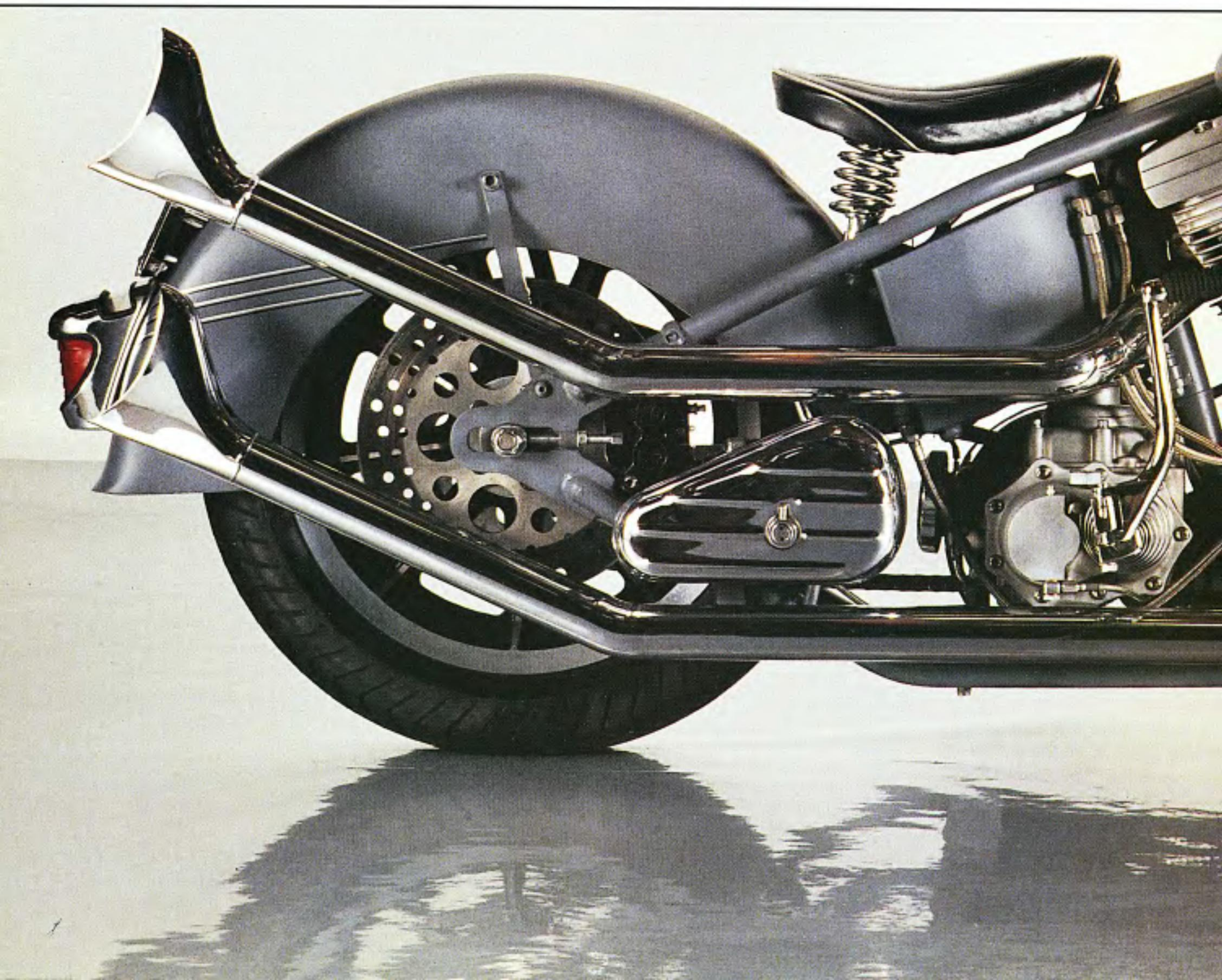
PRIME TIME



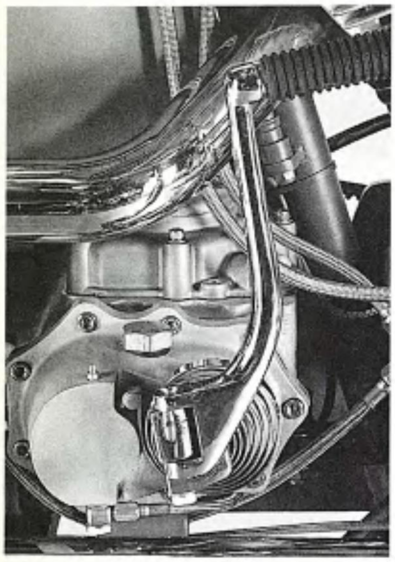
Just Something He Tossed Together

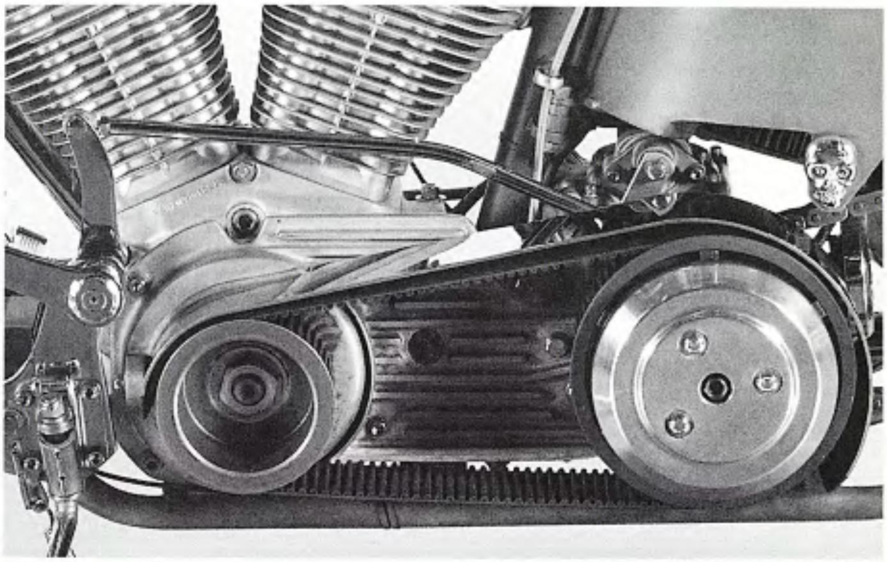
Ever stop to think about all the money, time, and effort spent on custom bikes that wind up lookin' like crap? For every knock-yer-eye-out custom beauty you see filling the pages of scooter magazines, and for every neighborhood neck-turner that gets the boys droolin' in their draft down at the local watering hole, there's an uncountable number of failures—bikes that embody the sad truth that plenty of money, months of time, and endless patience still don't always result in a prize-winner if the builder doesn't know what he's doing and doesn't have confidence in himself. →

We've all seen custom creations that just never seem to come together right, regardless of the quantity of new parts used or the time spent modifying the original scoot. No matter how much the owner re-works the frame, no matter how many parts he chromes, no matter how much aftermarket upgrades he bolts on, no matter what exotic blends of acrylic he mixes, the result is less than the sum of the parts. Instead of an eye-pleasing example of the customizer's craft with sleek lines and tasteful changes, the bike looks like some dowager trying to disguise her age by slapping on make-up with a trowel and hoping 30 pounds of gaudy jewelry will divert attention from her blue hair, liver spots, and wrinkled skin.

Generally, these unfortunate custom catastrophes are the result of their owner's half-formed ideas and overall lack of skill. And I mention them to contrast such bikes with the remarkable scoot you see on these pages. This bike has a little something of everything on it, yet it's been pulled together tastefully and effectively by the owner/builder, E.Z. Winarsky, of Glendale, California.

For as long as anyone can remember, E.Z. has worked for Jammer Cycle, manufacturer and distributor of custom bike parts. One day E.Z. noticed that his office was littered with perfectly good bike parts that nobody intended to use—one-of-a-kind stuff or stuff Harley had discontinued and for which there was no longer much call. Aside from being an indoor navigational hazard that took a serious toll on the shins and elbows of anyone who came to his office, these parts were just going to waste. So E.Z. figured he'd take a shot at using the material on a custom →





machine, even if not all of it was originally intended to go together.

The Evo engine E.Z. wanted to use wouldn't fit the frame, so he sliced and diced right there at work (with an assist from Jammer owner, Mil Blair, one of whose bikes may also be found in this layout). Among other tasks, he took the entire engine apart and glass-beaded everything, milled the heads, used steel sliders in the front forks, attached a pair of unmuffled fishtail exhaust pipes, and attached a velocity stack that sucks in anything smaller than a full-grown cat.

But E.Z. really outdid himself when he painted his creation, deciding to go with plain, no-nonsense, serious-as-a-switchblade primer. The primer work has been the source of both admiration and bewilderment ("Hey, man, when ya gonna paint this bike?"), but the viewer is invariably impressed. Even more impressive is the fact that, instead of some secret formula spewed from a professional rig, E.Z. used Krylon spray cans, the same item that graces the shelves of your local K-Mart. Perhaps the most amazing touch can be found on the tank, where E.Z. masked off four accent lines that look for all the world like grooves worked into the actual metal of the fatbob. Believe me, the illusion is perfect and has fooled many an admirer.

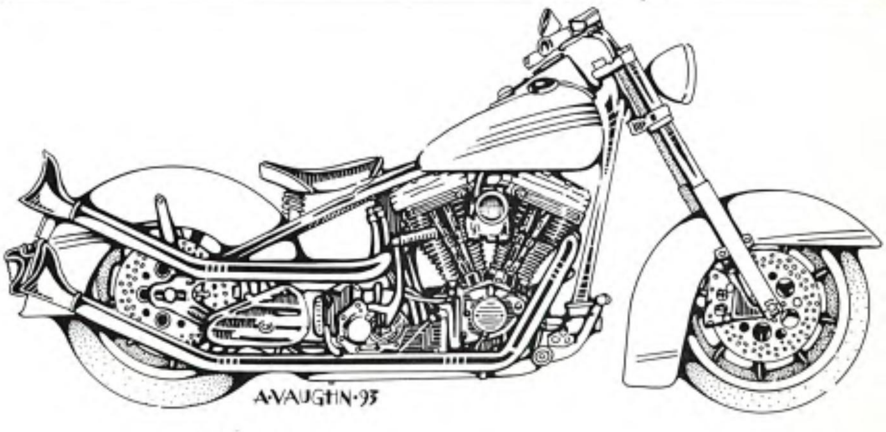
E.Z. and Mil recently visited Japan, taking four Jammer Harleys with them, including the one shown here. They rode over 1,500 miles of Japanese highway, and before all was said and done, this bike was sold to a Japanese Harley dealer (that's right) named T. Makinose.

E.Z. returned to the states and immediately began work on a new custom scoot—his first swingarm, featuring a 4-speed jockey shift. This one is still in the formative stages, but you can bet it will be another stylish screamer.

As a friend of mine once said after a short spin on one of E.Z.'s masterpieces, "Jeez, just sitting still on E.Z.'s bike makes you feel like you're going a hundred miles an hour."

—Gnarly

Owner(s): E.Z. Winarsky	**City:** Glendale, California	
General	**Frame**	
Fabrication by: E.Z. and Mil	Year: 1984	
Year and make: 1991 H-D	Builder: Jammer	
Model: commuter	Type: rigid fatbob	
Value: 15 grand	Rake: 30-degree	
Assembly by: E.Z. and Mil	Stretch: 2.25-inch	
Time: three months or so	Other alterations: subtle	
Chroming by: chroming?	**Accessories**	
Engine	Bars: one-piece, bolt-through	
Year: 1991	Risers: 4-inch	
Model: FXR series	Fender(s): custom	
Rebuilder: José	Headlight: 6.5-inch springer style	
Ignition: Dyna single-fire	Taillight: beehive	
Displacement: 1340cc	Speedo: tach only	
Lower end: stock	Front pegs: flat-ribbed	
Balancing: factory	Rear pegs: none	
Pistons: H-D	Electrics: 12-volt/mini-sealed battery	
Cases: stock	Gas tank: 3.5-gallon	
Heads: milled, .065 in.	Oil tank: 4-quart wraparound	
Cam: EV-100	Oil system: braided steel lines	
Lifters: adjustable aluminum	Primary cover: what about it?	
Carb(s): S & S Super E	Seat: solo, 3-inch springs	
Air cleaner: 2-inch velocity stack	Sissybar: for girly-men	
Pipes: 2-inch upsweep fishtail	Height: immeasurable	
Muffler(s): see any?	Material: ectoplasm	
Transmission	**Forks**	
Modifications: secret	Type: custom wide glide	
Year: all new stuff	Extension: early glide, 2-inch over	
Shifting: 4, close-ratio gears	Builder: Jammer/E.Z.	
Engine sprocket: 3-inch belt pulley	Special features: steel sliders	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 46-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: naw	Hub: yes	Hub: yes
Painter: E.Z.	Rim width: wide	Rim width: wide
Color: gray primer	Tire: Pirelli 130	Tire: Pirelli 160
Type: spray can	Brake: 4-piston	Brake: 4-piston
Special paint: Krylon		
Other special modifications: entire engine and transmission glass-beaded; oil and brake lines by owner. Steel sliders, FL steel front fender, and low-mounted fiberglass rear fender		
Photos: Peter Dokus, Silvermoon		



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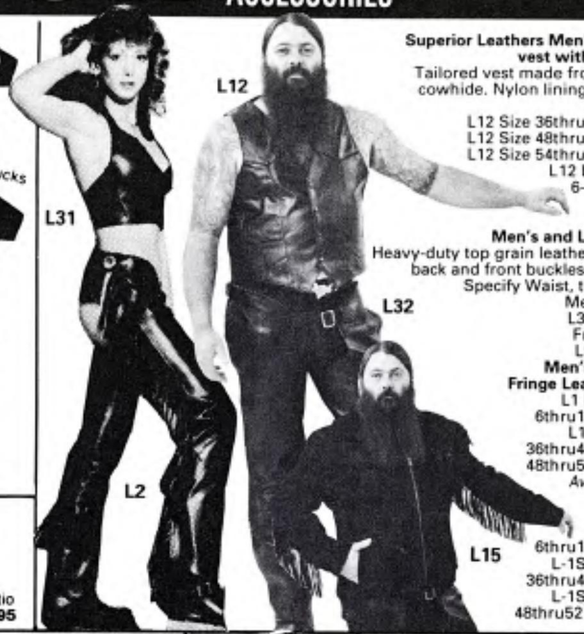

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June means the start of summer, and around here, summer means our Special Unswimsuit Issue. We've added a tantalizing twist to the bare bathing suits this year—and it's a touch you won't want to miss. It's tough to come up with something as hot as the gorgeous girls gracing the pages of this issue, but we've given it our best shot with coverage of Nothern California's Bike Fest, five street-searin' scoots, an article about a biker boxer, and the announcement of the lucky MMI scholarship winner. If you miss this one, you'll really miss out.
On sale April 22

In The Wind ▸

The **July** issue of *In The Wind* is offerin' up freedom of the road at its finest. A flag-filled photographic fiesta awaits you as we celebrate our country's birthday in true biker style. We'll show you signs of the road from coast-to-coast, take you on a two-wheeled cruise through the coal mines of Pennsylvania, and your patriotic sparks will really start to fly when you see all the sexy shots of scantily-clad scooter foxes. It doesn't get any better than this.
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Tattoo ▸

Am-Jam's seventh annual color blast headlines the **June** issue, along with coverage of Germany's latest ink-filled gathering. Wild new tattoos from Australia and New Zealand will be seen in this issue, and will continue in a steady stream of color throughout the year. And, as always, we'll fill the rest of the magazine with a fascinating lineup of first-rate skin art. Don't miss it.
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Biker ▴

The **June** issue of *Biker* is an action-packed Drag Racing Special. We'll be highlighting last season's fastest and give ya a hint of the rubber-burnin' action to expect in '93. We'll spotlight Tator's high-tech, dual-engined dragster, fill you in on who's fillin' out our Mutha Hunt Contest, and serve up our usual events, beautiful biker babes, a new Double Trouble, and more. Be there.
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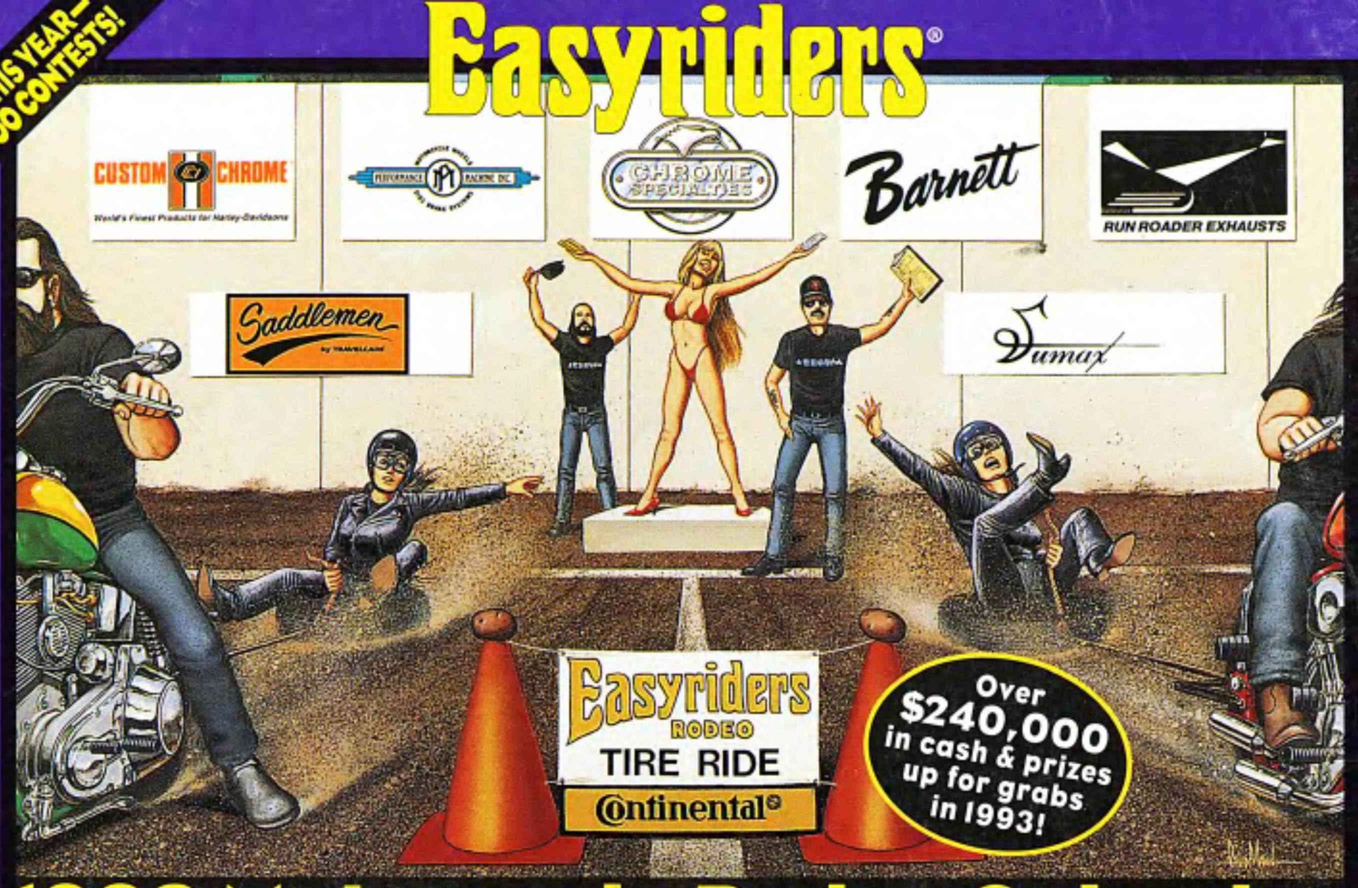
NEW THIS YEAR—TATTOO CONTESTS!



1993 Motorcycle Rodeo Calendar

MAY 14, 15, 16 **CASA GRANDE, ARIZONA** Pinal County Fairgrounds (I-10, Exit 194, go East on 287)	**Memorial Day Weekend** **MAY 29, 30, 31** **WACO, TEXAS** Heart O' Texas Fairgrounds (I-35 to New Road exit, go West)	**JUNE 4, 5, 6** **DAYTONA BEACH, FLORIDA** Municipal Stadium (I-95 to Rt. 92 Exit, go West to 11th St.)	**JUNE 18, 19, 20** **NEW ULM, MINNESOT** Brown County Fairgroun (Stay tuned for directions)
Fourth of July Weekend **JULY 2, 3, 4** FIREWORKS! FIREWORKS! FIREWORKS! **MIDDLETOWN, NEW YORK** Orange County Fairgrounds (I-84 to Hwy. 17 West, to exit 120)	**JULY 16, 17, 18** **BOONE, IOWA** Boone County Fairgrounds (I-35 to Rt. 30 West, 90 North on Story St.)	**JULY 30-AUGUST 1** **PROSPECT, PENNSYLVANIA** Butler County Fairgrounds (Located on Rt. 422, 8 miles West of Butler)	**AUGUST 13, 14, 1** **INDIANAPOLIS, INDIA** Marion County Fairgrou (I-465 to Southeastern Ave., go east to East Troy Ave.)
AUGUST 20, 21, 22 **FOWLERVILLE, MICHIGAN** Fowlerville Fairgrounds (I-96 to Fowlerville Exit, go North to Grand River)	**Labor Day Weekend** **SEPTEMBER 4, 5, 6** **CHILLICOTHE, OHIO** Ross County Fairgrounds (Hwy. 35 to Rt. 104 North)	**SEPTEMBER 24, 25, 26** **PECATONICA, ILLINOIS** Winnebago Fairgrounds (Between Rockford and Freeport, Off U.S. Hwy. 20)	**OCTOBER** **WASHINGTON** Stay Tuned For Details
OCTOBER 15, 16, 17 **VALLEJO, CALIFORNIA** Solano County Fairgrounds (Located where Hwy. 37 and Hwy. 80 meet)	**Ride-in Bike Show • Trophy Girl Contest Rodeo Action • Trade Show Weekend Camping • Live Music Door Prizes • Biker Bingo**		**OCTOBER 22, 23, 2** **LANCASTER, CALIFORN** Antelope Valley Fairgroun (Hwy. 14 North to Ave. I Exit, Right)

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